

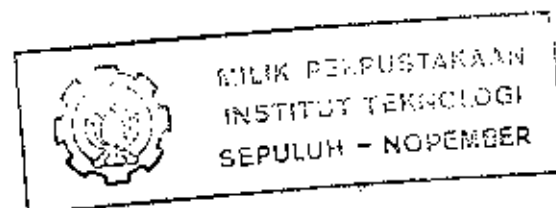
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# TUGAS AKHIR

MENENTUKAN PRIORITAS PENANGANAN JALAN  
DI KABUPATEN KARAWANG BERDASARKAN KLAS DAN  
KONDISI JALAN SERTA DANA YANG TERSEDIA

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Oleh :

Sri Bharoto Indriyatmo

NRP. : 3903100833

BIDANG STUDI PERHUBUNGAN  
JURUSAN TEKNIK SIPIL  
FAKULTAS TEKNIK SIPIL DAN PERENCANAAN  
INSTITUT TEKNOLOGI SEPULUH NOPEMBER  
SURABAYA  
1994

# **TUGAS AKHIR**

**MENENTUKAN PRIORITAS PENANGANAN JALAN  
DI KABUPATEN KARAWANG BERDASARKAN KLAS DAN  
KONDISI JALAN SERTA DANA YANG TERSEDIA**

**Mengetahui / Menyetujui :**

**Dosen Pembimbing**



**Ir. Dudung Purwadi, MSc.**

**BIDANG STUDI PERHUBUNGAN  
JURUSAN TEKNIK SIPIL  
FAKULTAS TEKNIK SIPIL DAN PERENCANAAN  
INSTITUT TEKNOLOGI SEPULUH NOPEMBER**

**S U R A B A Y A**

**1994**

MENENTUKAN PRIORITAS PENANGANAN JALAN DI KABUPATEN  
KARAWANG BERDASARKAN KLAS DAN KONDISI JALAN  
SERTA DANA YANG TERSEDIA

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A B S T R A K

Kabupaten Karawang merupakan daerah penghasil padi dan tambak bahkan merupakan daerah lumbung padi di Jawa Barat. Prasarana dan sarana transportasi merupakan faktor untuk menunjang peningkatan perekonomian daerah tersebut.

Dipihak lain dana yang diterima oleh Pemerintah Daerah sangat terbatas untuk menangani dan meningkatkan prasarana transportasi.

Didalam Tugas Akhir ini penulis mencoba untuk memberikan alternatif pemecahan permasalahan tersebut yaitu menentukan prioritas penanganan jalan berdasarkan klas dan kondisi jalan serta dana yang tersedia.

Survey yang dilakukan pada ruas jalan yang menghubungkan antara daerah produksi pangan dan tambak dengan daerah konsumen.

## KATA PENGANTAR

Dengan mengucapkan puji dan syukur kehadiran Allah SWT, akhirnya tugas akhir yang merupakan kewajiban bagi setiap mahasiswa dalam menyelesaikan pendidikannya untuk memperoleh gelar sarjana di Jurusan Teknik Sipil ITS Surabaya ini dapat kami selesaikan.

Tugas akhir yang berjudul " Menentukan prioritas penanganan jalan di Kabupaten Karawang berdasarkan klas dan kondisi jalan serta dana yang tersedia ". ini untuk memprioritaskan jalan mana yang diprioritaskan dalam penanganan sesuai dengan kondisi jalannya serta kelayakannya dimana kelayakannya ditinjau dari segi ekonomi jalan raya.

Kami menyadari Tugas Akhir ini masih kurang sempurna, untuk itu kritik dan saran yang membangun senantiasa kami harapkan untuk kesempurnaan Tugas Akhir ini.

Pada kesempatan ini pula perkenankanlah kami mengucapkan terima kasih kepada :

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4. Bapak, Ibu serta saudara-saudaraku yang telah banyak membantu memberikan dorongan dan semangat untuk menyelesaikan Tugas Akhir ini.
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Akhirnya semoga Tugas Akhir ini dapat bermanfaat bagi semua pihak.

Surabaya, Juli 1984

Sri Bharoto Indriyatmo

390 310 0933

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## BAB I PENDAHULUAN

### 1.1. LATAR BELAKANG

Jalan sebagai prasarana perhubungan darat yang merupakan salah satu unsur pengembangan wilayah. Pada saat ini perhubungan darat sangatlah penting artinya bagi perkembangan kehidupan manusia. Pengaruh yang ditimbulkan oleh kegiatan transportasi darat antara lain pengaruh dalam bidang ekonomi, sosial, politik dan lingkungan.

Untuk mendukung transportasi dapat lancar maka fasilitas prasarana transportasi perlu diperhatikan, baik dengan meningkatkan mutu maupun pemeliharaan jalan yang sudah ada. Tetapi dilain pihak terutama masalah pendanaan, bahwa dana yang diterima oleh Pemerintah Daerah dari Pemerintah Pusat sangatlah terbatas. Sehingga Pemerintah Daerah harus mempunyai pilihan untuk memprioritaskan dalam penanganan jalan yang ada disesuaikan dengan dana yang tersedia.

Kabupaten Karawang merupakan daerah agraris yang sangat potensial, sehingga sering disebut daerah lumbung padi di Jawa Barat. Selain itu juga penghasil tambak terutama udang yang hasilnya dikirim ke berbagai daerah.



Sedang letak secara geografis sangat strategis karena merupakan penghubung transportasi darat dari Jakarta ke berbagai daerah di Jawa Tengah maupun Jawa Timur, juga dari Jakarta ke Bandung dan sebaliknya. Ditinjau dari baik daerahnya maupun tempat yang strategis tersebut maka kebutuhan prasarana dan sarana transportasi sangatlah penting. Guna memperlancar arus transportasi maka Pemerintah Daerah perlu untuk memprioritaskan prasarana transportasi (jalan) mana yang harus ditangani terlebih dahulu sesuai dengan dana yang tersedia.

Dalam Prioritas perbaikan jalan dapat secara rutin maupun periodik mengadakan pemeriksaan kondisi jalan. Dengan pemeriksaan ini dapat ditentukan jalan mana saja yang perlu diprioritaskan perbaikannya. Pemeriksaan kondisi jalan dapat dilakukan dengan cara mekanikal maupun dengan cara visual. Pemeriksaan kapasitas struktur umumnya menggunakan metode mekanik, sedangkan untuk evaluasi kerusakan perkerasan umumnya dilakukan secara visual.

Metode pemeriksaan kerusakan secara visual merupakan salah satu pemecahan yang baik, karena cukup praktis, sederhana, dan efisien. Ada beberapa metode penilaian tingkat kerusakan secara visual yang sering digunakan selama ini.

Di Indonesia, metode pemeriksaan tingkat kerusakan jalan secara visual telah dikembangkan oleh

Puslitbang Jalan tahun 1979. Metode ini telah dipakai untuk inventarisasi jalan-jalan negara oleh Bina Marga. Pada pertengahan tahun 1988 Dirjen Bina Marga Departemen Pekerjaan Umum mengontrak seorang konsultan asing yaitu Yoganandan, untuk memperkenalkan metodenya di Indonesia. Metode tersebut telah diuji coba selama 3 tahun di 4 kota besar yaitu Bandung, Semarang, Surabaya dan Medan. Selain kedua metode tersebut metode Texas (1979) mulai dipakai oleh beberapa instansi yang terkait dengan program pembinaan jalan. Harjanto dan Abidin (1988), mahasiswa Institut Teknologi Sepuluh Nopember telah mengembangkan suatu metode penilaian yang berdasarkan metode Pennsylvania (USA). Tahun 1990 Prihati Dirgolaksono menyempurnakan cara penilaian dari metode Harjanto dan Abidin.

Dari beberapa metode tersebut dalam penulisan tugas akhir ini penulis menggunakan metode Prihatin Dirgolaksono, karena telah dilakukan studi dalam menentukan cara penilaian yang sesuai dengan kondisi lapangan yang ada di Indonesia.

Dari Permasalahan tersebut penulis sengaja memilih judul tugas akhir tersebut diatas untuk memberikan gambaran sebagai patokan untuk penanganan jalan di Kabupaten Karawang, sesuai dengan teori-teori dalam kuliah yang telah penulis tempuh selama ini, antara lain teori dalam penilaian kerusakan perkerasan jalan, teori analisa ekonomi, dan

lain-lainnya yang berhubungan dengan masalah tersebut. Karena selama ini masih banyak terutama di daerah bahwa pejabat Dinas Pekerjaan Umum Kabupaten, Kepala Bagian Pembangunan Daerah dan Kepala bagian lainnya yang berhubungan dengan pembangunan bukanlah dari latar belakang pendidikan keteknik sipil.

### 1.2. TUJUAN

Dalam penulisan tugas akhir ini penulis bertujuan untuk menyelesaikan permasalahan yang timbul berkaitan dengan prioritas penanganan jalan ditinjau dari segi kerusakan jalan, segi ekonomi dan dana yang tersedia. Adapun permasalahan tersebut antara lain :

- Ruas-ruas jalan yang mengalami kerusakan,
- Metode pemeriksaan dan penilaian kerusakan permukaan jalan,
- Metode penentuan nilai biaya pemakai jalan,
- Metode penentuan prioritas penanganan jalan.

### 1.3. RUANG LINGKUP PERMASALAHAN (3000)

Didalam menentukan prioritas penanganan jalan penulis membatasi lingkup studi, yaitu :

- Pelaksanaan survey dilakukan pada hinterland yang potensial, yaitu daerah tambak, daerah penghasil padi.

- Tujuan survey, untuk mendapatkan kondisi kerusakan permukaan jalan saat ini kemudian dievaluasi dengan metode yang dipakai yaitu metode Prihatin Dirgolaksono sedang metode penilaian lainnya tidak dibahas tetapi sebagai pengenalan.
- Dari tingkat kerusakan jalan tersebut dihubungkan dengan biaya yang akan digunakan untuk alternatif penanganannya.
- Menentukan prioritas penanganan jalan berdasarkan dari tingkat kerusakan dan biaya penanganannya.
- Menentukan kelayakan penanganan jalan berdasarkan dari biaya konstruksi dan maintenance sesuai dengan umur rencana dibandingkan dengan biaya operasi kendaraan sesuai dengan kerusakan rencana.
- Hasil penentuan prioritas penanganan jalan di Kabupaten Karawang sesuai dengan survey yang dilakukan.

#### 1.4. METODE PEMECAHAN PERMASALAHAN

Langkah-langkah dalam proses menyelesaikan permasalahan-permasalahan tersebut adalah :

- Mengumpulkan data-data yang ada kaitan permasalahan diatas dan survey langsung dilapangan,

- Menentukan klas jalan tergantung dari volume lalu lintasnya,
- Penilaian kondisi permukaan jalan secara visual dilapangan sesuai dengan pedoman dari metode yang dipakai dalam penyelesaian tugas akhir ini,
- N.D. Lea & Associated LTD, untuk menghitung biaya operasi kendaraan pada type dan kondisi perkerasan,
- Ekonomi Jalan Raya dan Engineering Economic Method, untuk menganalisa dari segi ekonomi dan menentukan kelayakan dalam menentukan prioritas penanganan jalan.

#### 1.5. KERANGKA PENULISAN :

Tugas akhir ini terdiri dari 6 Bab. Bab I merupakan uraian tentang latar belakang masalah yang dibahas, dan diuraikan pula tentang tujuan dan lingkup masalah yang akan dibahas.

Bab II diuraikan tentang macam-macam jenis kerusakan pada perkerasan fleksibel, dan menguraikan dasar-dasar metode penilaian kerusakan jalan .

Bab III diuraikan mengenai masalah survey dari persiapan , pelaksanaan sampai mendapatkan hasilnya.

Bab IV diuraikan mengenai analisa biaya yaitu biaya pemakaian jalan (user cost) dan biaya konstruksi untuk

rekonstruksi, pemeliharaan periodik dan pemeliharaan rutin.

Bab V diuraikan tentang langkah-langkah penentuan prioritas penanganan jalan dan hasil penentuan prioritas.

Bab VI merupakan kesimpulan dari studi yang dilakukan.

## BAB II

### METODE EVALUASI KONDISI PERKERASAN JALAN

#### 2.1. UMUM

Dalam melakukan evaluasi kondisi perkerasan jalan dapat menggunakan alat pengukur khusus atau dilakukan dengan pengamatan visual atau secara fotografik. Pengamatan menunjukkan bahwa kedua metode tersebut saling melengkapi. Pemakaian alat ukur dengan efisiensi tinggi mulai banyak digunakan menggantikan evaluasi secara visual. Tetapi evaluasi secara visual masih dipakai karena :

- Tidak semua jenis kerusakan dapat di evaluasi dengan alat pengukur
- Pemakaian alat pengukur khusus mengakibatkan adanya informasi yang tidak tercatat
- Evaluasi visual dan mekanikal tidak memberikan hasil yang sama

Oleh karena itu kedua metode dapat dikombinasikan untuk mendapatkan hasil yang memuaskan.

Pemeriksaan lendutan, skid resistance, profil melintang, profil memanjang, dan kekasaran permukaan

dapat digunakan alat-alat khusus. Jenis alat-alat yang sering dipakai adalah :

- Alat pengukur ledutan, antara lain : Benkelmen beam (USA), Lacroix Deflectograph (Perancis), Shell Vibrator (Belanda)
- Alat pengukur skid resistance, antara lain : ASTM (USA), RWL Trailer (Belanda), SCRIM Odoligraph (Inggris), NASSRA (Australia)
- Alat pengukur profil melintang, antara lain : RWL Rut meter (Belanda), Transverse Profile and Rut meter (Swedia), Photograph Rut Meter (Jepang)
- Alat pengukur profil memanjang, antara lain : Rainhart Profilograph (USA), Viagraph (Perancis), Chloee Profilometer (USA)
- Alat pengukur kekasaran permukaan, antara lain : PCA Road Meter (USA), TRRL Bump Integrator (Inggris), LCPC Longitudinal Profile Analyzer (Perancis)

Pemeriksaan secara visual bertujuan untuk mencatat selengkap mungkin kerusakan yang ada. Selama pemeriksaan dapat pula dicatat hal-hal lain misalnya mengenai lebar perkerasan, jenis perkerasan, gradien, persimpangan, tanda-tanda lalu lintas, dan sebagainya. Pemeriksaan secara visual dapat dilakukan dengan berkendara maupun berjalan kaki, tergantung



situasinya. Petugas pemeriksa harus mengerti benar karakteristik dari masing-masing jenis kerusakan.

## 2.2. MACAM-MACAM JENIS KERUSAKAN PERKERASAN FLEXIBLE

Kerusakan perkerasan flexible secara umum dapat dibagi menjadi 4 (empat) bagian besar, yaitu :

1. Retak (cracking)
2. Perubahan bentuk (distortion)
3. Kerusakan permukaan (disintegration)
4. Melicinan permukaan (slippery surface)

### 2.2.1. Retak (Cracking)

Keretakan pada perkerasan flexible dapat terjadi dalam berbagai bentuk, masing-masing bentuk retak disebabkan oleh faktor yang berbeda-beda. Jenis retak adalah :

#### 1. Alligator cracks (Retak kulit buaya)

Adalah keretakan yang saling berhubungan membentuk kotak-kotak kecil yang mirip dengan kulit buaya. Alligator cracks dapat disebabkan oleh ketidakstabilan permukaan bawah akibat subgrade yang jenuh air, sehingga perkerasan mengalami lendutan yang berlebih. Hal demikian terjadi pada area yang tidak luas Tetapi apabila beban lalu

lintas yang lewat melebihi kapasitas perkerasan maka alligator crack akan terjadi pada keseluruhan permukaan jalan.

2. Edge cracks (Retak tepi)

Berupa retak memanjang, dengan atau tanpa retak melintang kearah bahu jalan. Retak semacam ini umumnya paralel dengan tepi perkerasan, dan terletak sampai  $\pm$  30 cm dari tepi perkerasan. Umumnya edge crack disebabkan karena lemahnya daya dukung lateral dari bahu jalan. Retak ini dapat juga disebabkan karena penurunan atau penggemburan material dibawah tepi perkerasan. Akar-akar pohon di tepi jalan juga dapat menyebabkan keretakan tepi perkerasan.

3. Edge joint crack (Retak sambungan tepi perkerasan)

Biasanya berupa retak yang cukup dalam. Retak ini memisahkan perkerasan dengan bahu jalan. Penyebabnya keadaan tanah dibawah bahu yang mengalami perubahan kadar air, yang disebabkan kondisi drainase yang buruk. Kondisi bahu yang lebih tinggi dari perkerasan utama atau penurunan tepi perkerasan menyebabkan air tidak dapat mengalir dan meresap lewat sambungan juga merupakan penyebab edge joint cracks.

## 4. Lane joint cracks (Retak sambungan jalur)

Retak ini berupa retakan memanjang yang memisahkan sambungan perkerasan. Retak ini umumnya disebabkan terjadi perlemahan atau ketidaksempurnaan pada sambungan perkerasan saat penghamparan.

## 5. Reflection cracks (Retak refleksi)

Merupakan keretakan pada asphalt overlay yang merefleksikan keretakan struktur perkerasan dibawahnya. Bentuk keretakan dapat berupa longitudinal, tranverse, diagonal atau berupa blok. Reflection crack sering terjadi pada perkerasan fleksibel dengan portland cement treated base. Reflection cracks dapat juga terjadi pada overlay perkerasan lama, dimana keretakan perkerasan lama tidak diperbaiki terlebih dahulu. Penyebab dari Reflection crack adalah pergeseran vertikal atau horizontal pada perkerasan dibawah overlay.

## 6. Shrinkage cracks (Retak susut)

Merupakan retak yang saling berhubungan membentuk serangkaian kotak-kotak besar, sisi-sisinya berukutan lebih dari 30 cm, biasanya bersudut lancip atau tumpul. Retak ini disebabkan karena perubahan volume campuran aspal, base atau pada

subgradenya. Kurangnya lalu lintas yang lewat juga akan mempercepat retak susut pada perkerasan.

#### 7. Slippage cracks (Retak slip)

Adalah retak yang berbentuk bulan sabit searah dengan dorongan roda kendaraan pada permukaan perkerasan. Penyebabnya adalah tidak adanya rekatan yang baik antara lapisan permukaan dengan lapisandibawahnya. Hal ini dapat terjadi akibat adanya degu, minyak, karet, lumpur, air atau mineral non adhesive lainnya, antara kedua lapisan pada saat penghamparan. Tidak digunakan lapisan tack coat pada saat penghamparan juga mengakibatkan tidak adanya rekatan yang baik. Slippage crack dapat juga terjadi akibat campuran yang mengandung banyak pasir, kadang-kadang slippage crack terjadi karena ketidaksempurnaan pemadatan saat penghamparan.

#### 8. Wedening cracks (Retak pada pelebaran)

Merupakan retak refleksi memanjang yang terlihat pada lapisan diatas sambungan perkerasan lama dengan perkerasan pelebaran. Penyebab retak ini sam dengan retak refleksi.

#### 2.2.2. Perubahan bentuk (Distortion)

Perubahan bentuk perkerasan merupakan

akibat dari sub base kurang padat atau sub grade mengalami pergerakan. Perubahan bentuk dapat juga disertai dengan keretakan. disamping itu juga menyebabkan bahaya bagi lalu lintas, memungkinkan tertampungnya air dan sering menjadikan perkerasan lebih rusak.

Perubahan bentuk perkerasan dibagi menjadi beberapa jenis , yaitu:

1) Channel / Ruts (Alur)

Channel berupa alur memanjang, umumnya terjadi pada jejak roda. Hal ini disebabkan terjadinya penurunan atau pergerakan ke atas pada lapisan bawah perkerasan akibat beban lalu lintas, atau pergerakan lapisan aspal itu sendiri. Channel dapat juga terjadi akibat kurangnya pemadatan terhadap campuran aspal.

2. Corrugation (Keriting) dan Shoving (Sungkur)

Corrugation merupakan bentuk pergerakan plastis ditandai dengan kerutan melintang permukaan jalan. Sedangkan shoving adalah bentuk pergerakan plastis yang berupa cekungan dan gelembung. Corrugation dan shoving sering terjadi pada jalan dimana banyak kendaraan melakukan pengereman dan berjalan lagi secara mendadak, juga pada tikungan yang

tajam. Corrugation dan shoving biasanya terjadi akibat lapisan aspal yang kurang stabil. Kekurangstabilan ini terjadi akibat terlalu banyak aspal pada campuran, terlalu banyak agregat halus, adanya agregat bulat dan licin, atau aspal cement yang terlalu lembek.

3. Grade depressions (Penurunan permukaan)

Hal ini ditandai dengan areal yang lebih rendah dari sekitarnya dengan ukuran terbatas. Depression dapat disertai dengan retak-retak. Depression dapat menampung air, yang selain sebagai sumber kerusakan juga membahayakan lalu lintas. Depression disebabkan beban lalu lintas yang lebih berat dari yang direncanakan, atau karena penurunan dari lapisan bawah perkerasan, atau karena buruknya pengerjaan konstruksinya.

4. Upheavel (Jembul)

Upheavel adalah pergerakan keatas dari perkerasan. Hal ini umumnya disebabkan adanya pengembangan tanah dasar yang ekspansive. Pada daerah bersalju terjadi akibat adanya efek pengembangan es pada bawah lapisan pavement.

5. Utility cut depression

Merupakan penurunan dari tambalan pada jalan

akibat adanya galian untuk penempatan instalasi-instalasi pipa air, listrik, telepon dsb. Perbaikan kembali galian tersebut sering tidak cukup pemadatannya sehingga menyebabkan penurunan pada bekas galian tersebut.

### 2.2.3. Cacat Permukaan (Disintegration)

Disintegration adalah pecahnya lapisan perkerasan menjadi bagian-bagian yang lepas, termasuk didalamnya terlepasnya partikel agregat. Disintegration jika tidak segera ditangani pada tahap awal akan berkembang sampai perkerasan rusak berat.

Bentuk disintegration dibagi menjadi dua, yaitu :

#### 1. Potholes (Lubang)

Merupakan disintegration setempat yang membentuk lubang berbagai ukuran. Potholes umumnya disebabkan kelemahan perkerasan akibat terlalu sedikitnya aspal, terlalu tipisnya lapisan perkerasan, juga disebabkan drainase yang kurang baik.

#### 2. Raveling (Pengelupasan)

Raveling adalah pengelupasan partikel perkerasan dari permukaan jalan. Mula-mula partikel-partikel

agregat halus lepas akhirnya permukaan menjadi kasar sekali. Penyebabnya adalah kurang pemadatanannya, agregat yang digunakan kurang bersih, terlalu sedikit aspal dalam campuran, atau pemanasan yang terlalu tinggi pada campuran aspal.

#### 2.2.4. Slippery Surface / Skid Hazard (Kellicinan permukaan)

Dalam keadaan permukaan kering, jalan dapat menjadi licin akibat adanya lapisan tipis aspal pada permukaan jalan, pengausan agregat lapisan permukaan dan akibat adanya minyak, lumpur dll. Perkerasan sering menjadi licin pada kondisi basah, hal ini disebabkan adanya lapisan air pada permukaan jalan yang menyebabkan berkurangnya daya cengkeram roda.

Slippery surface terdiri dari :

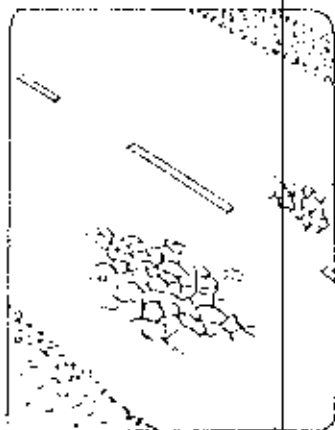
##### 1. Bleeding / Flushing asphalt

Adalah adanya aspal yang keluar pada permukaan perkerasan membentuk bercak-bercak hitam atau berupa lapisan tipis aspal yang licin. Penyebab keluarnya aspal ke permukaan tersebut adalah akibat terlalu banyak aspal pada lapisan perkerasan. Beban lalu lintas yang berat pada perkerasan yang mengandung banyak aspal dapat menyebabkan aspal keluar ke permukaan.

##### 2. Polished aggregate (Pengausan agregat)



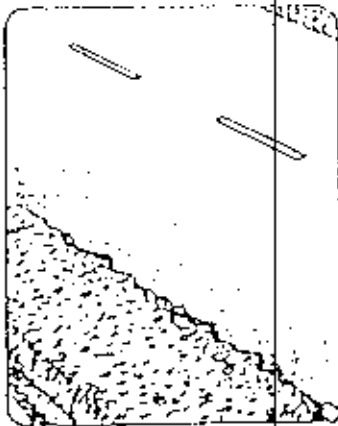
Polished agregat adalah terjadinya pengausan pada partikel agregat permukaan perkerasan, agregat tersebut menjadi licin. Penyebabnya adalah adanya bergeseran dengan roda kendaraan. Jenis agregat mempengaruhi kecepatan pengausan. Agregat dari batu kapur lebih cepat aus dari pada agregat yang lain.



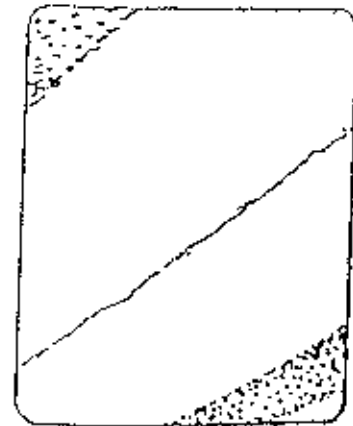
Retak kulit buaya  
(alligator cracks)



Retak pinggir  
(edge cracks)



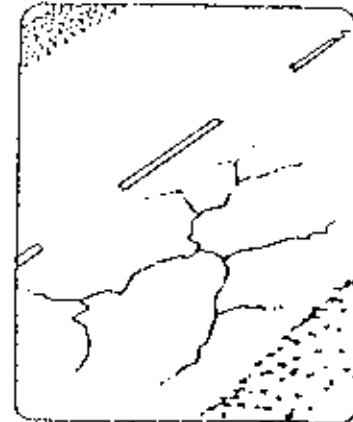
Retak pertemuan  
perkerasan dan  
bahu (edge joint  
cracks)



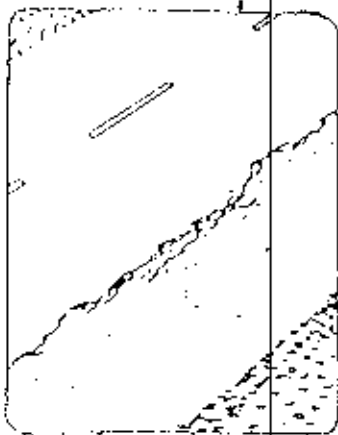
Retak sambungan ja-  
lan (lane joint cracks)



Retak refleksi  
(Reflection cracks)



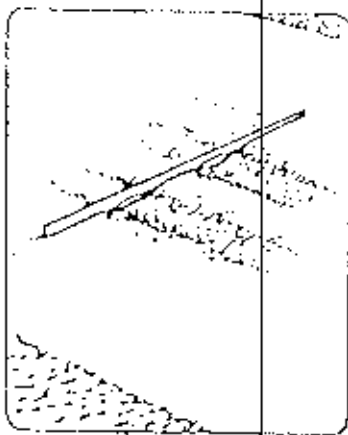
Retak susut  
(shrinkage cracks)



Retak sambungan pelebaran (widening cracks)



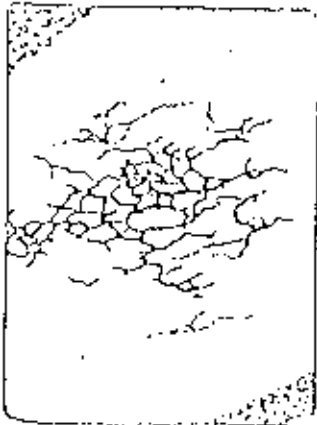
Retak selip (slippage cracks)



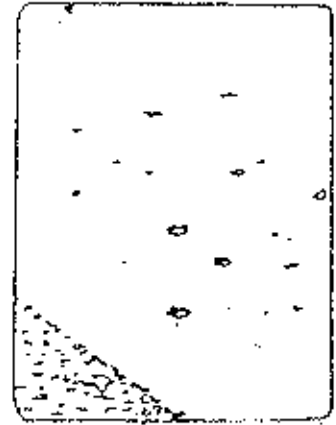
Alur (ruts)



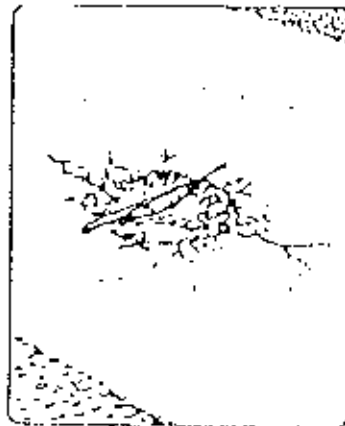
Keriting (corrugations)



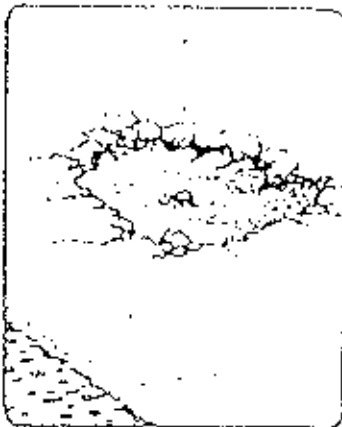
Jembul (Upheaval)



Pelepasan butir  
(ravelling)



Amblas (depressions)



Lubang (pot hole)



Pengausan (polished  
agregate) pada per-  
kerasan.



Kegomukan (bleeding)

### 2.3. METODE PENILAIAN KONDISI KERUSAKAN JALAN

Di Indonesia, metode penilaian kondisi kerusakan jalan secara visual, telah dikembangkan oleh Puslitbang jalan tahun 1979. Metode ini telah dipakai untuk inventurisasi jalan-jalan negara oleh Bina Marga. Pada pertengahan tahun 1988 Yoganandan memperkenalkan metodenya untuk digunakan di Indonesia. Selain kedua metode tersebut metode Texas (1979) mulai dipakai oleh beberapa instansi yang terkait dengan program pembinaan jalan. Harijanto dan Abidin (1988) telah mengembangkan suatu metode penilaian yang berdasarkan metode Pennsylvania (USA), yang kemudian disempurnakan oleh Prihatin Dirgolaksono (1990).

#### 2.3.1. Metode Dinamarga (1979).

Puslitbang jalan (1979) telah mengembangkan metode penilaian kondisi permukaan jalan secara visual. Penilaian kondisi permukaan jalan yang diperkenalkan didasarkan pada jenis dan besarnya kerusakan serta kenyamanan kelalu lintas. Jenis kerusakan yang ditinjau adalah retak, lepas, lubang, alur, gelombang, ambles dan belah. Besarnya kerusakan merupakan prosentase luas permukaan jalan yang rusak terhadap luas keseluruhan jalan yang ditinjau.

A. Cara pelaksanaan.

1. Peralatan.

- Kendaraan standart "Toyota Jeep" dengan kondisi baik, dilengkapi tempat duduk menghadap ke muka.
- Formulir pemeriksaan ( gambar 2.1 )

2. Staff pelekšana.

Pelaksana terdiri dari 3 orang petugas penilai dan 1 pengemudi. Para petugas harus berpengalaman dalam bidang jalan, mengetahui persoalan-persoalan kualitas kontrol, pelaksanaan, jenis dan penyebab kerusakan jalan.

3. Cara pemeriksaan.

- Kendaraan dijalankan dengan kecepatan tetap sebesar 40 km/jam, pada ruas jalan yang dinilai.
- Petugas penilai memberikan penilaian terhadap kenyamanan perjalanan, mencatat jenis dan besarnya kerusakan yang terdapat pada jalan yang diperiksa dengan interval 1000 meter.

B. Penilaian kondisi permukaan

1. Nilai prosentase kerusakan ( $N_p$ ).

Besarnya nilai prosentase kerusakan diperoleh dari prosentase luas permukaan jalan yang rusak keseluruhan bagian jalan yang ditinjau. Penilaiannya adalah sebagai berikut :

Prosentase	Kategori	Nilai
< 5 %	Sedikit sekali	2
5 % - 20 %	Sedikit	3
20 % - 40 %	Sedang	5
> 40 %	Banyak	7

2. Nilai bobot kerusakan (NJ)

Besarnya nilai bobot kerusakan diperoleh dari jenis kerusakan pada permukaan jalan yang ditinjau.

Penilaiannya adalah :

Konstruksi aspal beton tanpa kerusakan = 2

Konstruksi penetrasi tanpa kerusakan = 3

- Tambalan = 4

Retak = 5

- Lepas = 5,5

- Lubang = 6

- Alur = 6

- Gelombang = 6,6

- Ambles = 7

- Belahan = 7

3. Nilai jumlah kerusakan (Nj).

Besar nilai jumlah kerusakan diperoleh dari perkalian nilai prosentase kerusakan dengan nilai bobot kerusakan. Nilai jumlah kerusakan tercantum dalam Tabel 3.1.

Tabel 2.1. Nilai jumlah kerusakan.

JENIS KERUSAKAN	PROSENTASE LUAR AREA KERUSAKAN			
	< 5% SEDIKIT SEKALI	5 - 20% SEDIKIT	20 - 40% SEDANG	> 40% BANYAK
Aspal beton	4			
Penetrasi	6			
Tambalan	8	12	20	28
Retak	10	15	25	35
Lepas	11	16,5	27,5	38,5
Lubang	12	18	30	42
Alur	12	18	30	42
Gelombang	13	19,5	32,5	45,5
Ambles	14	21	35	48
Relahan	14	21	35	48

## 4. Nilai kerusakan jalan (Nr).

Nilai kerusakan jalan merupakan jumlah total dari setiap nilai jumlah kerusakan pada suatu ruas jalan.

## 5. Nilai kenyamanan jalan (Ny).

Nilai kenyamanan diperoleh dari hasil penilaian terhadap kenyamanan perjalanan.

Penilaiannya adalah sebagai berikut :

- Nyaman = 30
- Kurang nyaman = 45
- Tidak nyaman = 55

## 6. Nilai gabungan kondisi (Ng).

Nilai gabungan kondisi dihitung dengan rumusan sebagai berikut :



$$N_g = 0.5 N_r + 0.5 N_n$$

Nilai  $N_g$  yang kecil menunjukkan kondisi permukaan jalan yang baik.

7. Nilai kondisi permukaan (V).

Nilai kondisi permukaan ditentukan berdasarkan besarnya nilai  $N_g$  dengan batasan sebagai berikut :

$$N_g = 20 - 30 \quad : \quad V = 4 - 3$$

$$N_g = 30 - 40 \quad : \quad V = 3 - 2$$

$$N_g = 40 - 50 \quad : \quad V = 2 - 1$$

$$N_g = 50 - 100 \quad : \quad V = 1 - 0$$

Nilai V yang besar menunjukkan kondisi jalan yang baik.

NAMA JALAN : .....

KERUSAKAN	S E C T I O N																											
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
TAMBAHAN																												
RETAK																												
LEPAS																												
LUBANG																												
ALUR																												
GELOMBANG																												
AMBLES																												
BEKUAN																												
Nilai Keseluruhan																												
REMARKS																												

Legenda :

- A Sedikit Sekali : 1-5 %  
 B Sedikit : 5 - 20 %  
 C Sedang : 20 - 40 %  
 D Banyak : > 40 %

Penyamaan :  
 Dymam : 20  
 Kurang Nyaman : 40  
 Tidak Nyaman : 60

### 2.3.2. Metode Yoganandan (1988).

Metode ini adalah pengembangan dari seorang konsultan asing yang dikontrak oleh Direktorat Jendral Bina Marga, Departemen Pekerjaan umum yaitu Yoganandan (1988), yang telah diuji coba selama kurang lebih 3 tahun, pada 4 kota besar di Indonesia yaitu Bandung, Semarang, Surabaya dan Medan. Metode ini secara garis besar dibedakan dalam dua bagian. Bagian pertama penilaian terhadap kondisi perkerasan dan bagian kedua penilaian terhadap kondisi drainase. Hal ini dimaksudkan untuk meringankan kerja team survey dan untuk memisahkan penentuan prioritas untuk perkerasan dan drainase.

Penilaian kondisi perkerasan jalan meliputi hal-hal : surface texture, potholes, patching, cracking, rutting, dan depression. Sedang penilaian terhadap kondisi drainase meliputi kondisi saluran tepi, connection, side walk, shoulder, dan edge / curb.

#### A. Survey kondisi permukaan jalan.

##### 1. Pelaksanaan.

Survey dilakukan dengan jalan kaki atau berkendara dengan pelan-pelan. Peninjauan kondisi permukaan jalan meliputi hal-hal sebagai berikut :

##### a. Surface texture.

Merupakan peninjauan tentang keadaan permukaan

jalan, meliputi keadaan :

- close, keadaan permukaan rapat.
- fatty, keadaan permukaan jalan terlalu banyak aspal.
- hungry, keadaan permukaan jalan kekurangan aspal.
- fretting, keadaan permukaan jalan lepas-lepas.
- disintegrating, keadaan permukaan jalan rusak.

Pencatatan dilakukan terhadap rata-rata keadaan permukaan jalan yang ditinjau.

b. Potholes.

Pencatatan dilakukan terhadap jumlah dan luas ( $m^2$ ).

c. Patching.

Pencatatan dilakukan terhadap jumlah dan luas ( $m^2$ ).

d. Cracking.

Pencatatan dilakukan terhadap panjang dan lebar keretakan. dicatat berdasarkan tipe retak yang dibagi dalam 4 tipe yaitu : longitudinal, transverse, random, dan alligator.

e. Rutting.

Pencatatan dilakukan terhadap panjang dan dalamnya alur yang ada.

f. Depression.

pencatatan dilakukan terhadap jumlah dan kedalamannya

depres.

Masing-masing kondisi dicatat kedalam formulir survey kondisi perkerasan seperti tercantum dalam pada Gambar 2.

## 2. Penilaian.

Penilaian kondisi dilakukan dengan menjumlah nilai dari masing-masing faktor kondisi. Nilai dari masing-masing jenis kerusakan tersebut dapat dilihat pada Tabel 2.2.

## 3. Penentuan prioritas.

Ranking prioritas ditentukan dengan menggunakan rumusan :

$$\text{Ranking prioritas} = 17 - (\text{AADT class} + \text{Tingkat kondisi jalan})$$

Tingkat kondisi jalan diperoleh berdasarkan total nilai kerusakan dengan butasan seperti Tabel 2.3.

Sedangkan AADT class diperoleh dari Tabel 2.4.

Ranking prioritas menunjukkan kebutuhan dari jalan yang ditinjau. Pembagian ranking prioritas adalah sebagai berikut :

### Ranking Prioritas 0 - 3

Jalan dalam katagori ini memerlukan peningkatan dan diperlukan test Benkleman Beam untuk mengetahui kekuatan perkerasan.

Rangking Prioritas 4 - 6

Secara umum jalan pada katagori ini memerlukan overlay. tidak diperlukan test Benkleman Beam kecuali jika ada rutting lebih dalam dari 2 mm.

Rangking Prioritas lebih dari 7

Jalan dalam katagori ini hanya memerlukan pemeliharaan rutin seperti penambalan lubang, alur, ambles, dan retak-retak.

TABEL 2.2. Nilai kerusakan perkerasan.

JENIS KERUSAKAN	KRITERIA	NILAI
Retak-retak	Jenis keretakan :	
	- Alligator	5
	- Random	3
	- Transverse	1
	- Longitudinal	1
	- Lebar retak in :	
	< 2 mm	3
	1 - 2 mm	2
	> 2 mm	1
	Severity area :	
Rutting	> 30 %	3
	10 - 30 %	2
	< 10 %	1
Kedalaman rutting	20 mm	7
	11 - 20 mm	5
	6 - 10 mm	3
	0 - 5 mm	1
Patching dan potholes	Prosentasi luas :	
	> 30 %	3
	20 - 30 %	2
	10 - 20 %	1
	< 10 %	0
Surface texture	Disintegration	4
	Fretting/Spalling	3
	Rough (Hungry)	2
	Fatty (Bleeding)	1
	Close texture	0
Depressions	Kedalaman depressi :	
	> 5 cm	4
	2 - 5 cm	2
	0 - 2 cm	1

TABEL 2.3. Tingkat Kondisi Jalan.

Nilai	Tingkat Kondisi
26 - 29	9
21 - 25	8
16 - 20	7
11 - 15	6
6 - 10	5
1 - 5	4
0 - 4	3
0 - 3	2

TABEL 2.4. Kelas lalu lintas.

Kelas Lalu Lintas	Lalu Lintas Harian Rata-Rata	Keterangan
0	20	Estimasi atau perhitungan
1	20 - 50	jumlah kendaraan bermotor beroda empat per hari.
2	50 - 200	
3	200 - 500	
4	500 - 2000	
5	2000 - 5000	
6	5000 - 20000	
7	20000 - 50000	
8	> 500000	

## B. Survey kondisi drainase

## 1. Pelaksanaan.

Petugas survey mengamati kondisi sistem drainase, untuk keperluan survey kerb dan sidewalk termasuk dalam sistem drainase.

Hal-hal yang ditinjau adalah :

## a. Side drain :

Kondisi salauran tepi yang dicatat adalah hal-hal sebagai berikut :

- Existing (ada) atau non existing (tidak ada).
- Blocked (terbuntu) atau Clear (bersih).
- Adequate capacity (mampu menampung air) atau inadequate capacity (tidak mampu menampung air).

## b. Connection.

Peninjauan terhadap saluran penghubung dari tepi perkerasan ke saluran tepi meliputi hal-hal sebagai berikut :

- Existing (ada) atau Non existing (tidak ada).
- Blocked (terbuntu) atau Clear (bersih).

## c. Side walk.

Peninjauan terhadap tratroir meliputi hal-hal sebagai berikut :

- Existing (ada) atau Non existing (tidak ada).
- Even (menerus) atau Uneven (hanya sebagian rusak)



Jalan).

- Damaged (rusak) atau Undamaged (baik).

d. Shoulder.

Peninjauan terhadap bahu jalan meliputi hal-hal sebagai berikut :

- Too high (terlalu tinggi) atau level (sama tinggi) atau too low (terlalu rendah).
- Graded (berkemiringan) atau Uneven (berkemiringan sebagian).
- Sealed (diperkeras) atau Unsealed (Tidak diperkeras).

e. Edge dan Kerb.

Peninjauan terhadap tepi perkerasan dan peninggian tepi meliputi hal-hal sebagai berikut :

- Existing (ada) atau Non existing (tidak ada)
- Damaged (rusak) atau Undamaged (baik).

Hasil pengamatan dicatat pada formulir kondisi drainase, seperti pada Gambar 2.2

2. Penilaian.

Masing-masing faktor penilaian kondisi drainase mempunyai nilai, dengan penilaian seperti Tabel 2.5. Total nilai yang didapat merupakan nilai kondisi drainase. Sistem drainase ditentukan berdasarkan nilai yang didapat.

Nilai diatas 15

Sistem drainase memerlukan pembangunan kembali.

Nilai antara 10 - 15

Sistem drainase memerlukan perbaikan pada komponen-komponennya.

Nilai kurang dari 10

Sistem Drainase memerlukan perawatan rutin seperti pembersihan saluran tepi, pembetulan bahu jalan, dsb.

TABEL 2.5. Nilai kerusakan fasilitas drainase.

JENIS	KONDISI	NILAI
Side drains	Existing	0
	Non-existing	7
	Blocked	0
	Clear	0
	Leaked	0
	Unlined	2
	Adequate size	0
	Inadequate size	3
Correction	Existing	0
	Non-existing	3
	Blocked	2
	Clear	0
Shoulder	Too High	2
	Level	0
	Too Low	2
	Gravel	0
	Thick	2
	Gravel	0
	Ungraded	1
Side walk	Existing	0
	Non-existing	3
	Flat	0
	Drains	1
	Blocked	2
	Inadequate	0
Edge of road	Existing	0
	Non-existing	1
	Damaged	2
	Inadequate	0

# BAB II METODE EVALUASI KONDISI PERKERASAN JALAN

REGIONAL CITY'S URBAN TRANSPORT PROJECT CONDITION SURVEY		CHECKED BY: [ ] DATE: [ ]		PAGE [ ] OF [ ]	
REFERENCE STATION	PAVEMENT SURFACE		PAVEMENT TYPE		DEPRE- SSIONS
	SURFACE TEXTURE	PATCHING	CRACKING	STRUCTURAL ROUTING	
1.00					
0.90					
0.80					
0.70					
0.60					
0.50					
0.40					
0.30					
0.20					
0.10					
0.00					

<b>SURFACE - TEXTURE</b> STATE - PAVEMENT HIGHWAY DISTRICT/SECTION	<b>PATCHING</b> TYPE - [ ] ESTIMATED AREA - [ ] m <sup>2</sup>	<b>CRACKING</b> TYPE - [ ] ESTIMATED AREA - [ ] m <sup>2</sup>	<b>DEPRESSIONS</b> TYPE - [ ] ESTIMATED AREA - [ ] m <sup>2</sup>
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### 2.3.3. Metode Texas (1979).

Metode Texas merupakan hasil penelitian dan eksperimen yang dilakukan oleh Texas Transportation Institute atas permintaan Texas Highway Department. Metode Texas melakukan penilaian berdasarkan pada 5 macam kerusakan jalan yaitu Rutting, Raveling, Flushing, Corrugation, Alligator Cracking, Longitudinal Cracking, Transverse Cracking, dan Patching.

#### A. Persiapan Survey.

##### 1. Penentuan team survey.

Dua orang petugas survey yang dipilih harus telah terbiasa dengan perencanaan jalan dan metode pemeliharaan jalan. Seorang petugas pengemudi dan mengamati jalan sebelah kanan, sementara seorang penumpang mengamati jalan sebelah kiri dan mencatat kondisi pada formulir data. Oleh karena itu anggota team harus mempunyai pengetahuan tentang pola jalan, macam-macam kondisi kerusakan jalan, pola arus lalu lintas, lokasi jalan, dan persimpangan. Anggota team juga harus mempunyai kemampuan untuk mengemudi dengan hati-hati, mengamati kondisi secara obyektif, dan mencatat pengamatan secara konsisten sesuai standar.

## b. Penentuan jalan dan bagian jalan.

Penentuan terlebih dahulu jalan-jalan yang akan disurvei diperlukan untuk menghindari subyektifitas karena adanya kepentingan-kepentingan yang telah dipertimbangkan pada jalan tersebut. Pada penentuan jalan yang akan disurvei dianjurkan untuk memilih jalan yang diperkirakan sangat memerlukan perbaikan. Sedangkan penentuan batas bagian jalan dapat ditentukan berdasarkan pedoman sebagai berikut :

- Batas-batas proyek bangunan lama dan baru.
- Batas-batas tambalan dan overlay.
- Perubahan geometris jalan kendaraan, misalnya dari 2 jalur menjadi 4 jalur, dari jalur terbagi menjadi tidak terbagi, dari areal perkotaan menjadi areal pedesaan, dari jalan dengan kreb dan berselokan menjadi jalan tanpa kreb dan selokan.
- Perubahan-perubahan penting secara visual terhadap sifat-sifat khas pinggiran jalan atau lalu lintas.

## c. Membiasakan diri dengan formulir survey.

Petugas survey sebelum melakukan survey harus sudah terbiasa dengan formulir-formulir yang digunakan dalam metode ini.

Ada 6 formulir yang digunakan yaitu:

- Summary Data Form

Inventory Data Form A (flexible pavement)

Scoring Key A (flexible pavement)

Inventory Data Form B (Rigid pavement)

Scoring Key B (rigid pavement)

- City Summary Sheet

Penilaian kondisi perkerasan kaku pada Tugas akhir ini tidak dibahas lebih lanjut

### B. Pengisian formulir.

#### 1. Summary Data Form.

Pada Summary Data Form (Gambar 2.4) dicatat tentang data lokasi, kelayakan fungsi jalan dan kelayakan struktural. Lokasi jalan ditandai dengan nama jalan dan batas-batas bagian jalan. Data kelayakan fungsi jalan meliputi lebar jalan kendaraan yang diukur dari kerb ke kerb, jumlah jalur, dan lebar median. Disamping itu juga dicatat tentang parkir, tratoir, dan sistem drainase. Bila memungkinkan dicatat pula volume lalu lintas harian rata rata. Data kelayakan struktural meliputi tanggal konstruksi, tanggal perawatan besar yang terakhir, dan kualitas jalan. Summary Data Form memberikan informasi yang diperlukan untuk menentukan prioritas apabila ranking menunjukkan kondisi yang hampir sama

#### 2. Inventory Data Form A (Flexible Pavement)

Inventory Data Form A (Gambar 2.4 ) merupakan pusat perhatian dari evaluasi kondisi jalan dengan menggunakan metode ini. Pada formulir dicatat seluruh hasil pengamatan team survey. Evaluasi kondisi meliputi riding quality dan distress.

#### Evaluasi Riding Quality

Penentuan riding quality (RQ) berdasarkan ketentuan sebagai berikut :

- RQ. 1. Tidak ada masalah dalam mengemudi pada batas kecepatan yang diijinkan.
- RQ. 2. Ada beberapa getaran dan goncang saat mengendarai pada batas kecepatan yang diijinkan.
- RQ. 3. Sukar untuk mengendalikan kendaraan pada saat mengendarai pada batas kecepatan yang diijinkan, pada suatu keadaan pengemudi terpaksa mengendarai pada kecepatan lebih rendah dari batas kecepatan yang diijinkan.
- RQ. 4. Tidak mungkin mengendarai pada batas kecepatan yang diijinkan.

#### Evaluasi Distress

Jenis kerusakan yang dievaluasi pada metode ini ada 8 (delapan) macam. Prosentase besarnya kerusakan dicatat berdasarkan luas kerusakan terhadap seluruh



luas bagian jalan yang ditinjau. Sedang tingkat keparahannya masing-masing jenis kerusakan ditentukan sebagai berikut :

### 1. Rutting.

Faktor penentu tingkat keparahan :

Ringan : Dalamnya penurunan kurang dari 1/2 inchi.

Sedang : Dalamnya penurunan sekitar 1/2 sampai 1 inchi tetapi pengendalian kendaraan tidak begitu terpengaruh.

Berat : Penurunan cukup dalam sehingga kenyamanan dalam mengemudi sangat terpengaruh.

### 2. Raveling

Faktor penentu tingkat keparahan :

Ringan : Sedikit agregat terlihat terlepas dari perkerasan dan tersebar pada permukaan jalan.

Sedang : Butiran agregat yang terlepas menutupi area yang cukup luas pada permukaan jalan.

Berat : Agregat yang terlepas telah cukup banyak sehingga menyebabkan permukaan jalan menjadi kasar.

### 3. Flushing

Faktor penentu tingkat keparahan :

- Ringan : Aspal sedikit menutupi agregat  
 Sedang : Aspal menutupi agregat pada area yang cukup luas  
 Berat : Aspal menutupi keseluruhan agregat.

4. Corrugation.

- Faktor penentu tingkat keparahan :  
 Ringan : Kerutan-kerutan mulai terlihat.  
 Sedang : Kerutan-kerutan menyebabkan guncangan tetapi tidak menyebabkan pengurangan kecepatan kendaraan.  
 Berat : Kerutan-kerutan cukup dalam sehingga menyebabkan kendaraan mengurangi kecepatannya.

5. Alligator Cracking.

- Faktor penentu tingkat keparahan :  
 Ringan : Retakan hampir tidak terlihat.  
 Sedang : Lebar retakan lebih dari 1/4 inchi pada beberapa tempat, tetapi sisi retakan tidak terpisah keseluruhannya.  
 Berat : Retakan cukup lebar sehingga sisi-sisi retakanterpisah keseluruhannya.

6. Transverse Cracking.

- Faktor penentu tingkat keparahan :

Ringan : Retakan hampir tidak terlihat.

Sedang : Retakan lebih lebar dari 1/4 inchi tetapi tidak terpisah secara keseluruhannya.

Berat : Retakan cukup lebar sehingga sisi retakan sepenuhnya terpisah.

#### 7. Longitudinal Cracking.

Faktor penentu tingkat keparahan :

Ringan : Retakan hampir tidak terlihat.

Sedang : Retakan lebar lebih dari 1/4 inchi tetapi tidak terpisah secara keseluruhannya.

Berat : Retakan cukup lebar sehingga sisi retakan sepenuhnya terpisah.

#### 8. Patching.

Faktor penentu tingkat keparahan :

Ringan : Tambalan rata dengan perkerasan dan tidak menunjukkan kerusakan.

Sedang : Tambalan agak rusak tetapi tidak menyebabkan kendaraan mengurangi kecepatannya.

Berat : Tambalan cukup rusak sehingga menyebabkan kendaraan mengurangi kecepatannya. atau terlihat lubang yang belum diperbaiki.

#### C. Pelaksanaan Survey.

Setelah memahami metode ini, maka survey dapat dilakukan

dengan urutan sebagai berikut :

1. Penentuan jalan dan panjang bagian jalan. Hal ini dilakukan dengan menandai jalan-jalan yang akan disurvei pada peta kota.
2. Melengkapi Summary Data Form.
3. Mengumpulkan semua peralatan.
4. Menentukan jalan-jalan yang akan disurvei pada hari yang sama.
5. Mengevaluasi jalan yang pertama dan melengkapi kembali Summary Data Form.
6. Survei dilakukan dengan menjalankan kendaraan perlahan-lahan dan mencatat seluruh kerusakan pada Inventory Data Form.

#### D. Penilaian.

Dari Inventory Data Form yang telah diisi untuk masing-masing jalan kemudian diadakan penilaian terhadap masing-masing faktor kerusakan. Nilai dari faktor kerusakan tersebut terdapat pada Scoring Key Form A, seperti tercantum pada Gambar 2.4 . Dari masing-masing nilai faktor tersebut kemudian ditotal untuk seluruh jalan, dan didapatkan Total Distress Points untuk jalan tersebut.

#### E. Analisa Hasil.

Dari Total Distress Point dapat ditentukan katagori

kebutuhan dari masing-masing jalan yang dievaluasi. Pembagian katagori jalan tersebut adalah seperti tercantum dalam Tabel 2.6. Dari pembagian katagori tersebut jalan dengan katagori yang sama dimasukkan kedalam City Summary Sheet. Urutan penempatan berdasarkan total distress yang didapat. Setelah proses inventarisasi selesai dan jalan-jalan telah dirangking berdasarkan total distress yang diperoleh, dapat diterapkan hal-hal sebagai berikut :

1. Prioritas perbaikan atau rehabilitasi jalan dapat ditentukan berdasarkan pertimbangan sebagai berikut :

TABEL 2.6. Katagori kebutuhan pemeliharaan jalan.

TOTAL DISTRESS POINTS	KATAGORI
0 - 10	1. Tidak memerlukan perbaikan segera.
11 - 49	2. Memerlukan perbaikan.
> 50	3. Memerlukan pembangunan ulang.

- jalan dengan angka kerusakan tertinggi didahulukan, atau
- jalan arteri didahulukan daripada jalan kolektor atau jalan lokal, atau
- jalan lama didahulukan daripada jalan baru, atau
- jalan yang padat didahulukan daripada jalan yang

kurang padat.

2. Estimasi biaya secara kasar dapat ditentukan dengan data struktur pada Summary Data Form.
3. Estimasi biaya keseluruhan dapat ditentukan dengan menjumlahkan masing-masing estimasi dari jalan yang telah dievaluasi.

Dari City Summary Sheet dapat diberikan rekomendasi oleh pemerintah mengenai hal-hal berikut :

- Pengadaan inventarisasi setiap tahun. Hal ini disebabkan karena kondisi permukaan jalan selalu berubah.
- Pembuatan inventarisasi fisik jalan. Seperti ROW, kondisi lalu lintas, dsb.
- Penetapan anggaran tahunan untuk rehabilitasi dan perawatan jalan menurut hasil inventarisasi. Dengan adanya anggaran untuk perawatan dan perbaikan tahunan akan mengurangi jumlah jalan yang harus direhabilitasi.

INVENTORY DATA FORM A  
(Flexible Pavement)TOTAL DISTRESS  
POINTS \_\_\_\_\_

Street Name \_\_\_\_\_ Section No. \_\_\_\_\_

From \_\_\_\_\_ to \_\_\_\_\_

Riding Quality (Check one) 1 ☐ 2 ☐ 3 ☐ 4 ☐

Types of Distress	Degree of Distress	Percentage of Area			
		1-15%	16-30%	31%+	
ROUTING Score _____	Slight Moderate Severe				
RAVINES Score _____	Slight Moderate Severe				
FLUSHING Score _____	Slight Moderate Severe				
CONDUCTIONS Score _____	Slight Moderate Severe				
ALLIGATOR CRACKING Score _____	Slight Moderate Severe				
TRANSVERSE CRACKING Score _____	Slight Moderate Severe				Check One: Sealed _____ Partially Sealed _____ Not Sealed _____
LONGITUDINAL CRACKING Score _____	Slight Moderate Severe				Check One: Sealed _____ Partially Sealed _____ Not Sealed _____
PATCHING Score _____	Slight Moderate Severe				

**2.3.4. Metode Harijanto dan Abidin (1988).**

Pada tahun 1988 Harijanto dan Abidin telah mengembangkan suatu metode penilaian yang berdasarkan pada metode Pennsylvania untuk diterapkan di Indonesia. Dalam metode ini dilakukan peninjauan kondisi jalan meliputi :

1. Peninjauan permukaan jalan, yakni peninjauan kerusakan.
2. Peninjauan kondisi drainase.
3. Peninjauan Riding Quality.

**A. Pelaksanaan Survey.**

1. Penentuan section survey.

Seksi survey diambil sepanjang jalan yang dievaluasi.

2. Personal survey.

Personal survey terdiri dari 2 orang evaluator untuk dua jalur jalan.

3. Peralatan survey.

Peralatan survey terdiri dari peta lokasi, alat tulis, formulir survey, clip board, manual survey, topi, penggaris 30 cm, meteran 2 m, dan 15 m, kalkulator, tustel, dan mobil.

4. Cara melakukan survey.

a. Sebelum melakukan survey, semua data tentang jalan yang akan dievaluasi dimasukkan dalam formulir survey.

b. survey dilakukan pada hari minggu atau hari-hari



libur untuk jalan-jalan sibuk dan pada hari biasa untuk jalan yang tidak sibuk.

- c. Survey dimulai dari ujung jalan dan dilakukan dengan berjalan kaki.
- d. Arah survey berlawanan arah arus lalu lintas.
- e. Banyaknya lintasan survey tergantung lebar jalan.

5. Peninjauan kondisi kerusakan.

Peninjauan kondisi kerusakan meliputi :

a. Excess Asphalt

Tingkat kerusakan :

Rendah : Sedikit bercak aspal pada permukaan jalan .

Sedang : Lebih banyak permukaan tertutup aspal disertai bekas roda kendaraan.

Berat : Hampir seluruh permukaan tertutup aspal oleh aspal.

Cara observasi :

Dicatat prosentase panjang arealnya terhadap panjang seksi.

b. Raveling dan Weathering.

Tingkat kerusakan :

Rendah : Beberapa partikel mulai terlepas.

Sedang : Permukaan jalan mulai kasar, dan semakin banyak partikel lepas.

Berat : Permukaan jalan sangat kasar, hampir seluruh partikel permukaan jalan lepas.

Cara observasi :

Dicatat persentase luas terhadap keseluruhan luas seksi.

c. Blok cracking.

Tingkat kerusakan :

Ringan : Keretakan telah ditutup dengan aspal atau lebar retak kurang dari 0,5 cm.

Sedang : Lebar retak 0,5 - 1 cm.

Berat : Lebar retak lebih dari 1 cm.

Cara observasi :

Dicatat persentase panjang arealnya terhadap panjang seksi.

d. Transverse dan Longitudinal cracking.

Tingkat kerusakan :

Ringan : Lebar retak kurang dari 0,5 cm

Sedang : Lebar retak 0,5 - 2,5 cm.

Berat : Lebar retak lebih dari 2,5 cm.

Cara observasi :

Dicatat persentase panjang arealnya terhadap panjang seksi.

e. Alligator cracking.

Tingkat kerusakan :

Ringan : Retak halus.

Sedang : Keretakan mulai terpisah.

Berat : Keretakan terpisah dan lepas.

Cara observasi :

Dicatat prosentase panjang arealnya terhadap panjang seksi.

f. Edge deterioration.

Tingkat kerusakan :

Ringan : Pinggiran mulai retak.

Sedang : Pinggiran jalan retak dan turun.

Berat : Pinggiran jalan rusak dan sebagian hilang.

Cara observasi :

Dicatat prosentase panjang arealnya terhadap panjang seksi.

g. Bituminous patching.

Tingkat kerusakan :

Ringan : Keadaan tambalan baik.

Sedang : Tambalan mulai mengalami kerusakan.

Berat : Keadaan tambalan jelek, sebagian tambalan rusak berat.

Cara observasi :

Dicatat prosentase luas arealnya terhadap luas seksi.

h. Potholes (lubang).

Tingkat kerusakan :

Rendah : Kedalaman lubang kurang dari 2,5 cm.

Sedang : Kedalaman lubang antara 2,5 - 7,5 cm.

Berat : Kedalaman lubang lebih dari 7,5 cm.

Cara observasi :

Dicatat prosentase panjang arealnya  
luas terhadap luas seksi.

i. Profile distortion.

Tingkat kerusakan :

Rendah : Perubahan bentuk permukaan tanpa  
diikuti retak / plastis.

Sedang : Perubahan bentuk permukaan diikuti  
dengan retakan.

Berat : Perubahan bentuk permukaan diikuti  
dengan retak dan lubang.

Cara observasi :

Dicatat prosentase panjang arealnya  
terhadap panjang seksi.

8. Peninjauan kondisi drainase.

Peninjauan kondisi drainase meliputi :

- a. Pavement surface retention. Yaitu kecenderungan permukaan perkerasan menahan air. Hal ini terjadi bila kemiringan permukaan jalan kurang memadai atau

terjadi depresi pada bagian jalan yang mengakibatkan adanya genangan air setelah turun hujan.

b. Condition of Gutter and Drains channels or side ditch. Yaitu saluran tepi atau melintang jalan sebagai penerima dan pembuang volume air permukaan haruslah memadai terhadap volume air dari permukaan jalan atau daerah sekitar perkerasan. Juga harus dapat secara cepat mengalirkan air hujan ke saluran pembuang.

c. Occurence of inundation by water after rain. Yaitu kemungkinan terjadinya penggenangan air setelah hujan. Hal ini mungkin disebabkan sistem drainase yang kurang memadai.

#### 7. Peninjauan riding quality.

Riding quality digolongkan dalam 4 golongan, yaitu:

RQ.1 : Tidak ada masalah lagi bagi kendaraan untuk berjalan sesuai dengan kecepatan rencana.

RQ.2 : Ada sedikit goncangan dan tersa permukaan jalan yang kasar bila mengendarai pada kecepatan rencana.

RQ.3 : Sukar mengendalikan kendaraan bila mengemudi kecepatan rencana, kadang-kadang pengemudi terpaksa mengurangi kecepatan.

RQ.4 : Tidak mungkin sama sekali bagi kendaraan untuk berjalan pada kecepatan rencana.

## B. Penilaian.

### 1. Penilaian kerusakan jalan :

Total nilai kerusakan jalan diperoleh dengan menjumlahkan masing-masing nilai dari tiap tipe kerusakan. Nilai kerusakan diperoleh dengan menggunakan rumusan :

Nilai kerusakan = Nilai tingkat kualitas x faktor pengali.

Nilai tingkat kualitas adalah nilai yang terdapat pada formulir (Gambar 2.5 ) sedangkan faktor pengali ditentukan berdasarkan klasifikasi kerusakan, seperti pada Tabel 2.7.

### 2. Penilaian kondisi drainase.

Nilai kondisi drainase diperoleh dengan menjumlahkan masing-masing nilai dari setiap faktor kondisi drainase.

## C. Evaluasi.

### 1. Evaluasi kondisi jalan .

Dari total nilai kerusakan jalan, maka jalan-jalan yang dievaluasi dapat dikelompokkan berdasarkan nilai tersebut :

<u>Nilai kerusakan</u>	<u>Kategori</u>
Kurang dari 10	Tidak diperlukan pemeliharaan.
10 - 30	Memerlukan pemeliharaan ringan.
30 - 60	Memerlukan pemeliharaan sedang.
Lebih dari 60	Memerlukan pemeliharaan berat atau rehabilitasi.

Tabel 2.7 Klasifikasi Jenis Kerusakan Jalan

Klasifikasi	Jenis Kerusakan	Faktor Pengali
I	- Potholes	3
II	- Raveling - Weathering - Alligator Cracking	1
III	- Transverse - Longitudinal Cracking - Block Cracking - Shrinkage Cracking - Depression - Weaving - Rutting - Shoving - Upheaval - Corrugation	0.7
IV	- Patching - Edge deterioration - Flushing / Excess Asphalt	0.5

## 2. Evaluasi kondisi drainase.

Dari nilai kondisi drainase (NKD) maka kondisi drainase dapat dikelompokkan dalam 4 kelompok, sebagai berikut :

<u>N K D</u>	<u>Kategori</u>
0 - 6	Baik, memerlukan pemeliharaan rutin seperti pengontrolan dan pembersihan.
6 - 12	Sedang, memerlukan perbaiki ringan pada sistem drainase.
12 - 20	Jelek, memerlukan perbaiki sedang.
20 - 24	Sangat jelek, memerlukan perbaiki total pada sistem drainase.

## 2.3.5. Metode Prihatin Dirgolaksono (1990)

Pada tahun 1990 Prihatin Dirgolaksono telah menyempurnakan metode dari Harijanto dan Abidin yang berdasarkan metode Pennsylvania untuk diterapkan di Indonesia. Dalam metode ini dilakukan peninjauan kondisi jalan meliputi :

1. Peninjauan kondisi permukaan jalan
2. Peninjauan kondisi drainase

## A. Pelaksanaan Survey

## 1. Cara melakukan Survey

- a. Sebelum melakukan survey semua data tentang jalan



# BAB 10 METODE EVALUASI KONDISI PERKERASAN JALAN

## INVENTORY DATA FORM

Street Name : \_\_\_\_\_ Section No. : \_\_\_\_\_  
 From \_\_\_\_\_ To \_\_\_\_\_  
 Riding Quality : ☐ ☐ ☐ ☐

TOTAL DISCREP  
POINTS

CONDITION		EXTENT				SEVERITY
EXCESS CURB/TURF	100%	<10%	10-30%	30-60%	>60%	LENGTH
		1	6	15	24	Little visible agg.
	0	2	4	10	16	Wheel track smooth
RAVELLING/WEATHERING	100%	1	2	3	0	Occas. small patches
		2	6	15	24	None
	0	2	4	10	16	Highly pitted/rough
FLACK CRACKING	100%	<10%	10-30%	30-60%	>60%	LENGTH
		1	6	15	24	11/2" spalled
	0	2	4	10	16	1/4"-1 1/2" spalled
TRANSVERSE CRACKING	100%	<10%	10-30%	30-60%	>60%	LENGTH
		1	6	15	24	<1/4" or sealed
	0	2	4	10	16	1/4"-1 1/2" spalled
ALLIGATOR CRACKING	100%	<10%	10-30%	30-60%	>60%	LENGTH
		1	6	15	24	1/4"-1 1/2" spalled
	0	2	4	10	16	<1/4" or sealed
EDGE DETACHMENT	100%	<10%	10-30%	30-60%	>60%	LENGTH
		1	6	15	24	Spalled and loose
	0	2	4	10	16	Spalled and tight
REINFORCING PATCHING	100%	<10%	10-30%	30-60%	>60%	LENGTH
		1	6	15	24	Clear condition
	0	2	4	10	16	Good condition
POTHOLES	100%	<10%	10-30%	30-60%	>60%	LENGTH
		1	6	15	24	3" depth
	0	2	4	10	16	1"-3" depth
PROTRUSION	100%	<10%	10-30%	30-60%	>60%	LENGTH
		1	6	15	24	With cracks & holes
	0	2	4	10	16	With cracking
		1	2	3	0	Plastic weaving

SUFFICIENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	
	1	2	3	4	Water retained on surface
DRAINAGE OF WATER AND DRAINAGE CHANNEL ON SIDE DITCH	<10%	10-30%	30-60%	>60%	
	GOOD	FAIR	POOR	VERY POOR	
INCIDENCE OF THUNDERSTORM BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	0	12	

yang akan dievaluasi dimasukkan dalam formulir survey.

b. Survey dimulai dari ujung jalan dan dilakukan dengan berjalan kaki.

c. Banyaknya lintasan survey tergantung lebar jalan

## 2. Peninjauan Kondisi Kerusakan

Peninjauan kondisi kerusakan meliputi :

a. Potholes ( lubang )

Tingkat kerusakan

Rendah : Kedalaman lubang kurang dari 2,5 cm

Sedang : Kedalaman lubang antara 2,5 - 7,5 cm

Berat : Kedalaman lubang lebih dari 7,5 cm

Cara Observasi :

Dicatat prosentase luas arealnya terhadap luas seksi jalan.

b. Raveling dan Weathering

Tingkat kerusakan

Rendah : Beberapa partikel mulai terlepas

Sedang : Permukaan jalan mulai kasar dan semakin banyak partikel lepas

Berat : Permukaan jalan sangat kasar, hampir seluruh partikel permukaan jalan lepas

Cara Observasi

Dicatat prosentase luas arealnya

terhadap luas seksi

c. Alligator cracking

Tingkat kerusakan

Ringan : Retak halus

Sedang : Keretakan mulai terpisah

Berat : Keretakan terpisah dan lepas

Cara Observasi

Dicatat prosentase luas kerusakan terhadap luas seluruh seksi yang ditinjau

d. Block Cracking

Tingkat kerusakan

Ringan : Keretakan telah ditutup dengan aspal atau lebar retak kurang dari 0,5 cm

Sedang : Lebar retak 0,5 - 1 cm

Berat : Lebar retak lebih dari 1 cm

Cara Observasi

Dicatat prosentase luas kerusakan terhadap luas seluruh seksi

e. Transverse Cracking

Tingkat kerusakan

Ringan : Lebar retak kurang dari 0,5 cm

Sedang : Lebar retak 0,5 - 2,5 cm

Berat : Lebar retak lebih dari 2,5 cm

## Cara Observasi

Dicatat prosentasi panjang arealnya  
terhadap panjang seksi

## f. Longitudinal Cracking

## Tingkat kerusakan

Ringan : Lebar retak kurang dari 0,5 cm

Sedang : Lebar retak 0,5 - 2,5 cm

Berat : Lebar retak lebih dari 2,5 cm

## Cara Observasi

Dicatat prosentase luas area kerusakan  
terhadap panjang seksi

## g. Rutting

## Tingkat kerusakan

Ringan : Lebar retak kurang dari 0,5 cm

Sedang : Lebar retak 0,5 - 2,5 cm

Berat : Lebar retak lebih dari 2,5 cm

## Cara Observasi

Dicatat prosentase panjang arealnya  
terhadap panjang seksi

## h. Excess Asphalt

## Tingkat kerusakan

Ringan : Sedikit bercak aspal pada permukaan  
jalan

Sedang : Lebih banyak permukaan tertutup aspal

	disertai bekas roda kendaraan
Berat	: Hampir seluruh permukaan tertutup oleh aspal
Cara Observasi	Dicatat prosentase luas arealnya terhadap luas seksi yang ditinjau
i. Bituminous Patching	
Tingkat kerusakan	
Ringan	: Keadaan tambalan baik
Sedang	: Tambalan mulai mengalami kerusakan
Berat	: Keadaan tambalan jelek, sebagian tambalan rusak berat
Cara Observasi	Dicatat prosentase luas arealnya terhadap luas seksi
j. Edge Deterioration	
Tingkat kerusakan	
Ringan	: Pinggiran mulai retak
Sedang	: Pinggiran jalan retak dan turun
Berat	: Pinggiran jalan rusak dan sebagian hilang
Cara Observasi	Dicatat prosentase panjang arealnya terhadap panjang seksi

### 3. Peninjauan Kondisi Drainase

Peninjauan kondisi drainase meliputi :

- a. Pavement surface retention. Yaitu kecenderungan permukaan perkerasan menahan air. Hal ini terjadi bila kemiringan permukaan jalan kurang memadai atau terjadi depresi pada bagian jalan yang mengakibatkan adanya genangan air setelah turun hujan.
- b. Condition of Gutter and Drains channels or side ditch. Yaitu saluran tepi atau melintang jalan sebagai penerima dan pembuang volume air permukaan haruslah memadai terhadap volume air dari permukaan jalan atau daerah sekitar perkerasan. Juga harus dapat secara cepat mengalirkan air hujan ke saluran pembuang.
- c. Occurence of inundation by water after rain. Yaitu kemungkinan terjadinya penggenangan air setelah hujan. Hal ini mungkin disebabkan sistem drainase yang kurang memadai.

### B. Penilaian.

#### 1. Penilaian kerusakan jalan :

Total nilai kerusakan jalan diperoleh dengan menjumlahkan masing-masing nilai dari tiap tipe kerusakan. Nilai kerusakan diperoleh dengan

menggunakan rumusan :

Nilai kerusakan = Nilai tingkat kualitas x faktor pengali.

Nilai tingkat kualitas adalah nilai yang terdapat pada formulir (Gambar 2.23) sedangkan faktor pengali ditentukan berdasarkan klasifikasi kerusakan, seperti pada Tabel 2.8.

## 2. Penilaian kondisi drainase.

Nilai kondisi drainase diperoleh dengan menjumlahkan masing-masing nilai dari setiap faktor kondisi drainase.

## C. Evaluasi

### 1. Evaluasi kondisi jalan

Dari total nilai kerusakan jalan, maka jalan-jalan yang dievaluasi dapat dikelompokkan berdasarkan nilai tersebut :

<u>Nilai kerusakan</u>	<u>Kategori</u>
Kurang dari 20	Tidak diperlukan pemeliharaan.
20 - 40	Memerlukan pemeliharaan ringan.
40 - 80	Memerlukan pemeliharaan sedang.

Lebih dari 90

Memerlukan perbaikan berat atau rekons-truksi

Tabel 2.6 Klasifikasi Jenis Kerusakan Jalan

Klasifikasi	Jenis Kerusakan	Faktor Penget.
	Shrinkages	3
	Random - Weathering Alligator Cracking	1
II	Transverse - Longitudinal Cracking Block Cracking Chonglage Cracking Depression - Weathering Rutting Discoloring - Spalling Corrosion	0.7
III	Polishing Edge deterioration Pushing - Excess Asphalt	0.5

## 2. Evaluasi kondisi drainase.

Dari nilai kondisi drainase (NKD) maka kondisi drainase dapat dikelompokkan dalam 4 kelompok, sebagai



berikut :

N K D

Kategori

0 - 5

Baik, memerlukan pemeliharaan rutin seperti pengontrolan dan pembersihan.

6 - 15

Sedang, memerlukan perbaikan ringan pada sistem drainase.

16 - 25

Jelek, memerlukan perbaikan sedang.

> 25

Sangat jelek, memerlukan perbaikan total pada sistem drainase.

## INVENTORY DATA FORM

Street Name : _____		Section No. : _____		DISTRESS POINTS TABLET : _____	
Facing : _____		To : _____		TRAFFIC : _____	
Riding Quality : _____		_____		_____	
SECTION		EXTENT			
POTHOLES		0-1% 1 2 3 4 5	10-20% 6 7 8 9 10	30-50% 11 12 13 14 15	>50% 16 17 18 19 20
PAVELING/WEARER		0-1% 1 2 3 4 5	10-20% 6 7 8 9 10	30-50% 11 12 13 14 15	>50% 16 17 18 19 20
AGGREGATE CRACKING		0-1% 1 2 3 4 5	10-20% 6 7 8 9 10	30-50% 11 12 13 14 15	>50% 16 17 18 19 20
PROFILE DISTORTION		0-1% 1 2 3 4 5	10-20% 6 7 8 9 10	30-50% 11 12 13 14 15	>50% 16 17 18 19 20
BLOCK CRACKING		0-1% 1 2 3 4 5	10-20% 6 7 8 9 10	30-50% 11 12 13 14 15	>50% 16 17 18 19 20
TRANSVERSE CRACKING		0-1% 1 2 3 4 5	10-20% 6 7 8 9 10	30-50% 11 12 13 14 15	>50% 16 17 18 19 20
LONGITUDINAL CRACKING		0-1% 1 2 3 4 5	10-20% 6 7 8 9 10	30-50% 11 12 13 14 15	>50% 16 17 18 19 20
SETTLING		0-1% 1 2 3 4 5	10-20% 6 7 8 9 10	30-50% 11 12 13 14 15	>50% 16 17 18 19 20
EXCESS ASPHALT		0-1% 1 2 3 4 5	10-20% 6 7 8 9 10	30-50% 11 12 13 14 15	>50% 16 17 18 19 20
BITUMINOUS PATCHES		0-1% 1 2 3 4 5	10-20% 6 7 8 9 10	30-50% 11 12 13 14 15	>50% 16 17 18 19 20
SOIL DETERIORATION		0-1% 1 2 3 4 5	10-20% 6 7 8 9 10	30-50% 11 12 13 14 15	>50% 16 17 18 19 20
DRAINAGE		0-1% 1 2 3 4 5	10-20% 6 7 8 9 10	30-50% 11 12 13 14 15	>50% 16 17 18 19 20
PAVEMENT SURFACE DEPRESSION		0-1% 1 2 3 4 5	10-20% 6 7 8 9 10	30-50% 11 12 13 14 15	>50% 16 17 18 19 20
CORROSION OF BARS AND REINFORCING CHANNEL OR SIDE		0-1% 1 2 3 4 5	10-20% 6 7 8 9 10	30-50% 11 12 13 14 15	>50% 16 17 18 19 20
OCCURRENCE OF INFLUENCE BY WATER AFTER RAIN		0-1% 1 2 3 4 5	10-20% 6 7 8 9 10	30-50% 11 12 13 14 15	>50% 16 17 18 19 20
REMARKS					

### BAB III

#### INVENTARISASI DATA KONDISI KERUSAKAN JALAN

Untuk mendapatkan nilai distress point dilakukan inventarisasi kondisi beberapa ruas jalan di Kabupaten Karawang, terutama jalan-jalan yang mendukung transportasi untuk meningkatkan ekonomi daerah, yakni di daerah penghasil padi dan tambaknya. Pengumpulan data lapangan dilakukan dengan langkah-langkah sebagai berikut :

- 1 Persiapan survey lapangan
- 2 Pelaksanaan survey lapangan, dan
- 3 Penilaian kondisi jalan.

Masing-masing langkah tersebut akan dijelaskan dalam bab ini.

##### 3.1. Persiapan Survey Lapangan.

Persiapan survey lapangan dilakukan untuk memperlancar pelaksanaan survey dan agar survey dapat berjalan yang diharapkan. Persiapan survey dilakukan langkah-langkah sebagai berikut :

##### 1. Penentuan ruas jalan yang akan distudi.

Penentuan ruas jalan yang akan distudi dilakukan dengan mengamati kondisi ruas jalan yang mendukung transportasi dari daerah penghasil padi atau tambak

ke daerah konsumen.

Dikarenakan waktu untuk melakukan survey lapangan sangat pendek maka dipilih beberapa ruas jalan yang mengalami kerusakan dan yang masih dalam kondisi sedang. Disamping berdasarkan kondisi secara umum pemilihan ruas jalan tsb, juga didasarkan pada pertimbangan bahwa jalan tersebut tidak akan dilakukan perbaikan dan peningkatan selama masa studi.

setelah dilakukan pengamatan secara umum tsb ditentukan beberapa ruas jalan yang disurvey, yaitu lihat Tabel 3.1.

2. Mempelajari Metode yang digunakan.

Untuk memperoleh hasil pengamatan yang baik maka petugas survey harus memahami metode yang dipakai terutama mengenai batasan tingkat kerusakan dan cara observasinya.

3. Mempersiapkan formulir survey.

Sebelum melakukan pengamatan lapangan, formulir yang akan dipakai disiapkan secukupnya, sehingga apabila sudah melakukan survey dilapangan, formulir pengisian untuk observasi tidak kekurangan.

4. Mengadakan uji evaluasi.

Untuk lebih memahami metode penilaian maka

Tabel 3.1. Daftar Ruas Jalan Yang Distudi

No	No Ruas	Ruas Jalan	Jenis Perkerasan	Panjang ( Km )
1	06	Tanjung Pura - Pengas Dengklok	Hot Mix	13,5
2	07	Pengas Dengklok - Kuta Gandok	Hot Mix	2,5
3	08	Kuta Gandok - Bedeng	Hot Mix	1,8
4	09	Bedeng - Karang Jati	Hot Mix	7,0
5	10	Karang Jati - Pedes	Hot Mix	1,4
6	12	Pedes - Sungai Buntu	Hot Mix	6,9
7	05	Pengas Dengklok - Cikangkung	Penetrasi	1,4
8	03	Cikangkung - Pisang Sambo	Penetrasi	7,0
9	02	Pisang Sambo - Batu Jaya	Penetrasi	10,8
10	01	Batu Jaya - Tanah Baru	Penetrasi	7,5
11	87	Tanah Baru - Kampung Galian	Penetrasi	4,5
12	26	Johar - Telagasari	Penetrasi	9,5
13	21	Telagasari - Lemah Abang	Penetrasi	8,0
14	19	Lemah Abang - Krasak	Penetrasi	13,5
15	30	Cikalong - Cilamaya	Penetrasi	14,0
16	16	Cilamaya - Muara Cilamaya	Penetrasi	2,0



dilakukan pengujian percobaan pada ruas jalan Tanjung pura - Rengasdengklok. Diharapkan dengan dilakukan percobaan evaluasi petugas survey akan lebih terbiasa dengan metode penilaian yang dipakai.

### 3.2. Pelaksanaan Survey.

Survey untuk pengumpulan data kerusakan jalan dilakukan pada bulan Agustus 1993 sampai dengan bulan Desember 1993. Prosedur pelaksanaan survey yang dilakukan adalah sebagai berikut :

1. Penentuan Ruas jalan yang akan disurvei dan setiap Ruas jalan dibagi seksi-seksi jalan yang ditentukan sepanjang 500 meter, hal ini untuk mempercepat pelaksanaan survey dilapangan.

2. Personal Survey

Dalam melakukan evaluasi kondisi jalan, survey dilakukan oleh dua orang evaluator dan seorang pembantu. Tugas utama evaluator adalah mengamati kerusakan jalan dan mencatat kedalam formulir yang tersedia. Sedangkan seorang pembantu bertugas mengukur jalan seksian yang akan dievaluasi.

3. Peralatan Survey

Perlengkapan yang diperlukan selama survey adalah

- a. Formulir survey
  - b. Alat tulis dan clip board
  - c. Foto tustel
  - d. Mobil untuk mengukur panjang jalan dan seksi jalan serta untuk evaluasi riding quality
4. Cara melakukan survey
- a. Pengukuran panjang seksi jalan dilakukan dengan menjalankan mobil perlahan-lahan sampai pembacaan odometer menunjukkan 500 meter. Yang sebelumnya odometer dikalibrasi terlebih dahulu untuk mendapatkan faktor perkaliannya.
  - b. Survey dilakukan dengan berjalan kaki
  - c. Jumlah lintasan survey ditentukan berdasarkan lebar jalan. Karena yang disurvey jalan kabupaten yang lebar jalannya rata-rata 5 meter, maka survey dilakukan cukup satu kali lintasan.
  - d. Peningjauan kerusakan meliputi jenis kualitas dan besarnya kerusakan yang terjadi. Juga dicatat jenis perkerasan jalan yang dievaluasi. Jenis kerusakan yang ditinjau meliputi jenis kerusakan retak (cracking), distortion, disintegration, dan patching.
  - e. Peningjauan sistem drainase dititik beratkan pada fungsi sistem drainase tersebut.



- f. Peningjaan riding quality dilakukan dengan mengedari mobil dengan kecepatan 40 km/jam.
- g. Pada bagian tertentu jalan yang disurvei difoto dan foto tersebut diusahakan mewakili kondisi jalan yang dievaluasi.

### 3.3. HASIL-HASIL SURVEY

Seluruh hasil pengamatan dimasukan kedalam formulir yang tersedia. Nilai kerusakan jalan diperoleh dengan menjumlahkan nilai masing jenis kerusakan yang dicatat.

Contoh perhitungan nilai kerusakan jalan dengan metode yang dignnakan sebagai berikut :

No. Ruas : 06  
 Ruas jalan : Tanjung pura - Rengasdengklok  
 No. Section : 27

<u>Kerusakan</u>	<u>Severity</u>	<u>Prosentase</u>	<u>Nilai</u>
Kerusakan kategori II :			
Raveling	sedang	10 - 30 %	4
Alligator crack	sedang	< 10 %	2
			6

Jumlah X faktor pengali :  $6 \times 1 = 6$

Kerusakan kategori III :

Profile Distortion	ringan	10 - 30 %	2
Block crack	ringan	< 10 %	1
Transverse Crack	sedang	< 10 %	2
Long Crack	ringan	< 10 %	1
Ruting	ringan	10 - 30 %	2
			<hr/> 8

Jumlah X faktor pengali :  $8 \times 0,7 = 5,6$

Kerusakan kategori IV :

Edge deterioration	ringan	10 - 30 %	2
Bitumeneus patching	moderate	< 10 %	<hr/> 1
			3

Jumlah X faktor pengali :  $3 \times 0,5 = 1,5$

Total nilai kerusakan = 13,1

Kondisi jalan

TDP = 13,1  $\longrightarrow$  Kondisi jalan baik.

Untuk Ruas jalan yang lainnya total nilai kerusakan ditabelkan (Tabel 3.2)

Penentuan nilai kerusakan jalan diasumsikan bahwa jalan tersebut dapat dilewati oleh kendaraan.

Tabel 3.2. Nilai Kondisi Kerusakan Jalan

No Rusa (1)	Rusa Jalan (2)	No Section (3)	Nilai Kerusakan (4)	Rata-rata Nilai Kerusakan (5)	Kondisi (6)
06	Tanjung Pura - Pengas Dengklok	1	17.0	12.87	Baik
		2	14.0		
		3	13.3		
		4	15.7		
		5	14.6		
		6	16.6		
		7	13.4		
		8	12.9		
		9	15.1		
		10	12.6		
		11	14.6		
		12	12.7		
		13	9.4		
		14	12.4		
		15	10.6		
		16	14.3		
		17	9.7		
		18	13.2		
		19	9.6		
		20	11.4		
		21	13.3		
		22	10.1		
		23	10.5		
		24	11.3		
		25	14.1		
		26	12.0		
		27	13.1		
07	Pengas Dengklok - Kuta Gendok	1	17.1	15.64	Baik
		2	14.7		
		3	14.9		
		4	14.3		
		5	17.2		

BAB III INVENTARISASI DATA KONDISI KERUSAKAN JALAN

(1)	(2)	(3)	(4)	(5)	(6)
08	Kuta Gandak - Bedang	1	34.0	37.35	Sedang
		2	35.8		
		3	34.8		
		4	37.1		
09	Bedang - Karang Jati	1	35.8	28.92	Sedang
		2	40.4		
		3	39.5		
		4	29.9		
		5	29.5		
		6	20.2		
		7	12.9		
		8	14.1		
		9	25.5		
		10	17.2		
		11	33.5		
		12	32.3		
		13	35.5		
		14	37.0		
10	Karang Jati - Pedes	1	33.5	34.70	Sedang
		2	35.8		
		3	31.5		
12	Pedes - Sungai Buntu	1	30.0	31.87	Sedang
		2	41.8		
		3	29.0		
		4	26.3		
		5	31.5		
		6	29.4		
		7	24.7		
		8	27.7		
		9	27.9		
		10	33.0		
		11	40.7		
		12	33.8		
		13	26.9		
		14	29.1		

05	Pengas Dengkok - Cikangkung	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
06	Cikangkung - Pising Saron	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
07	Pising Saron - Batu Jaya	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
		23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
		45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66
		67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88
		89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110
		111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132
		133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154
		155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176
		177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198
		199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220
		221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242
		243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264
		265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286
		287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308
		309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330
		331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352
		353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374
		375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396
		397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418
		419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440
		441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462
		463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484
		485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506
		507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528
		529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550
		551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572
		573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594
		595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616
		617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638
		639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660
		661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682
		683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704
		705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726
		727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748
		749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770
		771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792
		793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814
		815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836
		837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858
		859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880
		881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902
		903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924
		925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946
		947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968
		969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990
		991	992	993	994	995	996	997	998	999	1000	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012
		1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032	1033	1034
		1035	1036	1037	1038	1039	1040	1041	1042	1043	1044	1045	1046	1047	1048	1049	1050	1051	1052	1053	1054	1055	1056
		1057	1058	1059	1060	1061	1062	1063	1064	1065	1066	1067	1068	1069	1070	1071	1072	1073	1074	1075	1076	1077	1078
		1079	1080	1081	1082	1083	1084	1085	1086	1087	1088	1089	1090	1091	1092	1093	1094	1095	1096	1097	1098	1099	1100
		1101	1102	1103	1104	1105	1106	1107	1108	1109	1110	1111	1112	1113	1114	1115	1116	1117	1118	1119	1120	1121	1122
		1123	1124	1125	1126	1127	1128	1129	1130	1131	1132	1133	1134	1135	1136	1137	1138	1139	1140	1141	1142	1143	1144
		1145	1146	1147	1148	1149	1150	1151	1152	1153	1154	1155	1156	1157	1158	1159	1160	1161	1162	1163	1164	1165	1166
		1167	1168	1169	1170	1171	1172	1173	1174	1175	1176	1177	1178	1179	1180	1181	1182	1183	1184	1185	1186	1187	1188
		1189	1190	1191	1192	1193	1194	1195	1196	1197	1198	1199	1200	1201	1202	1203	1204	1205	1206	1207	1208	1209	1210
		1211	1212	1213	1214	1215	1216	1217	1218	1219	1220	1221	1222	1223	1224	1225	1226	1227	1228	1229	1230	1231	1232
		1233	1234	1235	1236	1237	1238	1239	1240	1241	1242	1243	1244	1245	1246	1247	1248	1249	1250	1251	1252	1253	1254
		1255	1256	1257	1258	1259	1260	1261	1262	1263	1264	1265	1266	1267	1268	1269	1270	1271	1272	1273	1274	1275	1276
		1277	1278	1279	1280	1281	1282	1283	1284	1285	1286	1287	1288	1289	1290	1291	1292	1293	1294	1295	1296	1297	1298
		1299	1300	1301	1302	1303	1304	1305	1306	1307	1308	1309	1310	1311	1312	1313	1314	1315	1316	1317	1318	1319	1320
		1321	1322	1323	1324	1325	1326	1327	1328	1329	1330	1331	1332	1333	1334	1335	1336	1337	1338	1339	1340	1341	1342
		1343	1344	1345	1346	1347	1348	1349	1350	1351	1352	1353	1354	1355	1356	1357	1358	1359	1360	1361	1362	1363	1364
		1365	1366	1367	1368	1369	1370	1371	1372	1373	1374	1375	1376	1									

(1)	(2)	(3)	(4)	(5)	(6)
01	Datu Jaya - Tanah Baru	1	24.6		
		2	33.0		
		3	33.1		
		4	35.8		
		5	28.0		
		6	30.7		
		7	47.6		
		8	37.5		
		9	36.0		
		10	20.8		
		11	28.7		
		12	33.9		
		13	46.7		
		14	27.3		
		15	24.5		
				32.75	Sedang
87	Tanah Baru - Kampung Galian	1	20.0		
		2	17.3		
		3	19.6		
		4	17.9		
		5	12.0		
		6	24.7		
		7	13.7		
		8	15.7		
		9	33.8		
				19.41	Baik

(1)	(2)	(3)	(4)	(5)	(6)
20	Johar - Telaga Sari	1	32.2		
		2	32.9		
		3	48.1		
		4	46.7		
		5	94.7		
		6	20.1		
		7	20.2		
		8	24.8		
		9	32.1		
		10	54.6		
		11	44.2		
		12	25.2		
		13	33.1		
		14	19.0		
		15	26.5		
		16	31.2		
		17	17.6		
		18	49.7		
		19	33.9		
21	Telaga Sari - Lemat Agung	1	18.6	34.72	Sedang
		2	43.3		
		3	26.8		
		4	58.7		
		5	27.9		
		6	46.8		
		7	54.4		
		8	60.5		
		9	33.7		
		10	32.9		
		11	30.1		
		12	45.8		
		13	46.9		
		14	33.7		
		15	51.8		
		16	32.8	37.55	Sedang

(1)	(2)	(3)	(4)	(5)	(6)
19	Lemah Abang - Krasak	1	58.1		
		2	35.8		
		3	26.5		
		4	37.2		
		5	32.8		
		6	50.8		
		7	27.5		
		8	34.6		
		9	44.0		
		10	24.3		
		11	26.8		
		12	28.3		
		13	40.4		
		14	22.4		
		15	43.3		
		16	38.2		
		17	23.6		
		18	28.2		
		19	37.2		
		20	31.1		
		21	21.8		
		22	26.3		
		23	27.6		
		24	32.0		
		25	44.2		
		26	40.9		
		27	24.4		
				33.57	Sedang



(1)	(2)	(3)	(4)	(5)	(6)
00	Cikalong - Cilamaya	1	29.0		
		2	29.5		
		3	25.5		
		4	26.0		
		5	26.6		
		6	26.3		
		7	27.1		
		8	34.3		
		9	27.6		
		10	32.1		
		11	31.2		
		12	28.5		
		13	33.0		
		14	20.2		
		15	31.9		
		16	35.3		
		17	30.3		
		18	28.3		
		19	28.3		
		20	35.3		
		21	30.0		
		22	38.0		
		23	41.6		
		24	35.1		
		25	33.6		
		26	37.5		
		27	26.4		
		28	33.4		
				31.26	Gedang
16	Cilamaya - Muara Cilamaya	1	47.4		
		2	38.2		
		3	48.0		
		4	47.7		
				45.00	Rusak

## BAB IV

### ANALISA BIAYA

#### 4.1. THEORY PENUNJANG

Untuk menganalisa ekonomi maupun analisa finansial, teory-teory dasar yang digunakan untuk menunjang dalam penyelesaian permasalahan diatas yaitu :

1. Biaya Operasi Kendaraan
2. Perumusan Nilai Uang terhadap Waktu
3. Analisa Perbandingan Ekonomi

##### 4.1.1. BIAYA OPERASI KENDARAAN

Model yang dipakai untuk perhitungan Biaya Operasi Kendaraan mulai dikembangkan sebagai bagian dari analisis ekonomi didalam proyek pengembangan jaringan jalan baik intra urban maupun inter urban.

Beberapa model perhitungan biaya operasi kendaraan yang pernah diterapkan di Indonesia, antara lain :

##### 1. GENMERRI

Perhitungan dengan metode ini memerlukan banyak data, disamping itu tidak dapat dipisahkan hubungannya dengan model-model lain dalam pemakaian sebagai dasar perhitungan kurang sederhana.

##### 2. SVOC ( Simplified Vehicle Operating Cost )

Metode ini tidak membutuhkan data yang banyak tetapi perumusannya yang didapat bukan berasal dari kendaraan yang mewakili di Indonesia.

3. PCI ( Pacific Consultant International )

Keunggulan metode ini dibandingkan dengan dua metode terdahulu adalah sebagai sampling digunakan kendaraan yang umum ada di Indonesia sehingga lebih mendekati keadaan sebenarnya di Indonesia. Terutama untuk daerah perkotaan yang relatif mempunyai lahan yang datar.

4. N.D. Lea & Associated LTD

Metode ini keunggulannya hampir sama dengan metode dari PCI, tetapi perumusannya berdasarkan indeks kerusakan permukaan jalan sehingga penggunaannya sesuai dalam menentukan prioritas penanganan jalan berdasarkan kerusakan jalan.

Dalam Tugas Akhir ini perhitungan Biaya Operasi Kendaraan menggunakan metode N.D. Lea & Associated LTD (1975), mengingat kelebihan dari metode N.D. Lea diatas.

Pada dasarnya perhitungan Biaya Operasi Kendaraan terdiri dari dua hal pokok yaitu biaya tetap ( Standing Cost ) dan biaya gerak ( Running Cost ).

Secara sederhana Biaya Operasi Kendaraan dapat dirumuskan sebagai berikut :

$$BOK = SC + RC$$

Dimana :

BOK : Biaya Operasi Kendaraan

SC : Standing Cost ( biaya tetap )

RC : Running Cost ( biaya gerak )

a. Biaya Tetap ( Standing Cost )

Biaya tetap kendaraan bermotor adalah biaya yang dibutuhkan secara rutin untuk jangka waktu tertentu dan tidak terpengaruh oleh operasi kendaraan tersebut, seperti kecepatan, pengemudi, dan bentuk geometrik jalan. Beberapa contoh biaya tetap adalah sebagai berikut :

- Biaya pajak kendaraan bermotor,
- Biaya uji kendaraan bermotor,
- Biaya asuransi kendaraan bermotor,
- Biaya asuransi penumpang jasa raharja.

Besarnya biaya-biaya itu berbeda-beda untuk masing-masing jenis kendaraan

## b. Biaya Gerak ( Running Cost )

Merupakan biaya yang harus dikeluarkan, besarnya tergantung dari bagaimana kendaraan tersebut dioperasikan.

Faktor-faktor yang mempengaruhi biaya gerak kendaraan bermotor dapat dikelompokkan sebagai berikut :

## A. Faktor Jalan

- Jarak tempuh ( Panjang jalan )
- Rekayasa geometrik jalan
- Karakteristik lapisan permukaan jalan
- Volume, komposisi, kontrol lalu lintas dan perubahan kecepatan.

## B. Faktor Kendaraan

- Rekayasa mesin
- Jumlah pemakaian bahan bakar
- Tekanan angin ban dan ukuran ban
- Ukuran bentuk dan karakteristik dinamis kendaraan
- Type bahan bakar.

## C. Faktor Pengemudi

- Tingkat percepatan dan perlambatan kendaraan
- Kecepatan jelajah
- Pemeliharaan kendaraan
- Karakter penggunaan.
- Jumlah dan kecepatan perpindahan gigi
- Gaji pengemudi dan pembantu untuk kendaraan umum

( komersial )

D. Faktor cuaca dan Topografi

- Suhu, tekanan dan kepadatan udara
- Arah dan kecepatan angin
- Hujan, panas dan kondisi salju pada permukaan jalan
- Ketinggian Topografi.

Ada beberapa element biaya gerak yang umumnya terjadi bila kendaraan dioperasikan, yaitu sebagai berikut :

- Biaya bahan bakar
- Biaya oli
- Pemakaian ban
- Perbaikan dan perawatan
- Penyusutan kendaraan
- Biaya pengemudi.

Beberapa pengertian dasar yang perlu diketahui sehubungan dengan perhitungan biaya operasi kendaraan adalah :

1. Kecepatan kendaraan ( Vehicle Speeds )

Kecepatan kendaraan dapat diperkirakan untuk semua katagori kendaraan yaitu mobil penumpang, mobil niaga truck, bus. Kecepatan didapat dari hasil pengukuran survey yang dilakukan pada jalan lurus dan kondisi permukaan jalan baik.

2. Pemakaian bahan bakar (Fuel Consumption )

Pemakaian bahan bakar ditentukan berdasarkan kepada fungsi dari alinyement vertikal, kekasaran jalan, kecepatan dan ratio daya mesin per berat kendaraan.

3. Pemakaian minyak pelumas ( Oil Consumption )

Terdiri dari jumlah pemakaian minyak pelumas untuk pemeliharaan serta selama kendaraan berjalan.

4. Pemakaian ban ( Tire Wear )

Kesausan ban selama perjalanan merupakan fungsi dari kekasaran jalan, kondisi permukaan jalan dan jarak.

5. Jumlah jam kerja

Ditentukan dari rata-rata jumlah jam kerja awak kendaraan (sopir, kondektur, kernet, dan lain lain) selama jarak tempuh tertentu untuk jenis kendaraan yang berbeda-beda.

6. Penyusutan nilai kendaraan

Penyusutan nilai kendaraan merupakan fungsi terhadap waktu, sehingga nilai kendaraannya adalah sebesar nilai sisa akibat penyusutan tersebut.

Beberapa faktor diatas didapat dari hasil penyelidikan dilapangan dengan berbagai macam jenis kendaraan. Percobaan dan penelitian ini pertama kali dilakukan di Republik Kenya oleh "The Overseas Unit of Transport and Road Reseach Laboratory" yang berkedudukan di Inggris pada tahun 1972.

Kemudian pada dekade berikutnya terus diadakan penelitian dan penyempurnaan faktor-faktor tersebut diatas terutama yang lebih sesuai dengan kondisi karakteristik daerah dan jenis kendaraan pada suatu daerah atau negara. Contoh hal tersebut adalah apa yang telah dilakukan oleh N.D. Lea & Associated LTD. dengan menggunakan kendaraan wakil dan kondisi daerah yang ada di Indonesia.

#### 4.1.2 PERUMUSAN NILAI UANG TERHADAP WAKTU

Nilai uang berubah-ubah menurut waktu, nilai hari ini belum tentu sama dengan nilai pada sekian tahun mendatang dan perubahan nilai tersebut mempunyai kecenderungan meningkat, misalnya karena inflasi, perkembangan daerah dan lain lain. Besarnya perubahan tidak tergantung pada jumlah tetapi kapan menerima dan kondisi pada saat itu. Besarnya prosentase kenaikan dianggap naik secara periodik tiap tahun walaupun kenyataannya tidak demikian tetapi itu semua masih dalam batas yang dapat diijinkan dalam analisa.

Besarnya prosentase kenaikan biasa disebut bunga (interest). Beberapa istilah yang perlu dikenal dan mempunyai kaitan yang erat dengan nilai uang ialah :

- Nilai sekarang atau Present Worth dan diberi simbol (P)
- Nilai yang akan datang atau Future Worth dan diberi simbol (F)



- Nilai rata - rata tahunan ekivalen atau Annuality Worth yang diberi simbol (A)

Ada beberapa hubungan nilai uang terhadap waktu yang dikaitkan juga dengan cara-cara pembayaran yang berbeda-beda, yaitu :

- a. Hubungan antara Present Worth dengan Future Worth :

$$F = P ( 1 + i )^n$$

$$P = F \left[ \frac{1}{(1+i)^n} \right]$$

Dimana :

P : Present Worth

F : Future Worth

$(1+i)^n$  : Single payment compound amount

$\frac{1}{(1+i)^n}$  : Single payment Present Worth

- b. Hubungan Present Worth dengan Annual cost

$$P = A \left[ \frac{(1+i)^n - 1}{i \times (1+i)^n} \right]$$

$$A = P \left[ \frac{(1+i)^n}{(1+i)^{n-1}} \right]$$

Dimana :

P : Present worth

A : Annual cost

$\left[ \frac{(1+i)^n - 1}{i(1+i)^n} \right]$  : Faktor uniform series worth

$$\left[ \frac{i(1+i)^n}{(1+i)^n - 1} \right] : \text{Faktor capital recovery}$$

C. Hubungan antara Future Worth dengan Annual Worth

$$F = A \left[ \frac{(1+i)^n - 1}{i} \right]$$

$$A = F \left[ \frac{i}{(1+i)^n - 1} \right]$$

dimana :

$$\left[ \frac{(1+i)^n - 1}{i} \right] : \text{Faktor uniform series compound amount}$$

$$\left[ \frac{i}{(1+i)^n - 1} \right] : \text{Faktor sinking fund deposit}$$

Pada kenyataannya perumusan diatas tidak saja dapat dipakai untuk nilai uang tetapi dapat juga untuk segala sesuatu yang mempunyai kenaikan konstant untuk periode-periode tertentu seperti lalu lintas, pendapatan penduduk, jumlah penduduk dan lain sebagainya.

#### 4.1.3 ANALISA PERBANDINGAN EKONOMI

Untuk membandingkan beberapa alternatif atas dasar nilai uang, maka perlu dilakukan analisa perbandingan ekonomi. beberapa cara yang digunakan dalam analisa tersebut

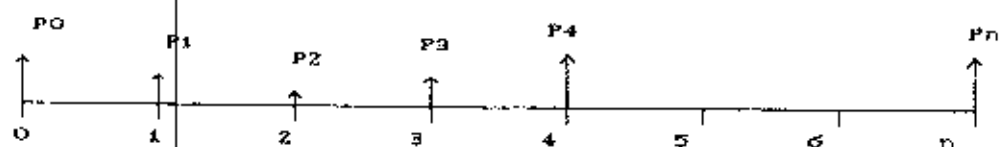
adalah :

- Cara biaya tahunan ekivalen
- Cara Present Worth
- Cara Benefit Cost Ratio
- Cara Internal Rate of Return

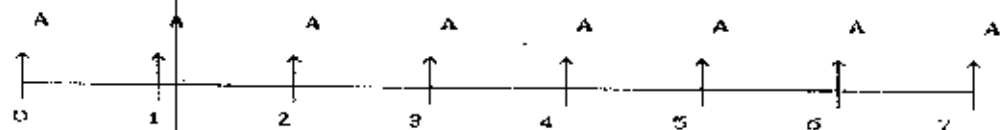
Perbedaan utama dari cara-cara diatas adalah pada peninjauan kepentingan dan logika yang diambil. Penyelesaian mengenai beberapa cara analisa perbandingan ekonomi adalah sebagai berikut :

a. Analisa Biaya Tahunan Ekivalen

Prinsip dari cara ini adalah menjadikan semua pengeluaran dan pemasukan yang terpencar pada tahun yang berlainan sepanjang periode tertentu menjadi biaya tahunan rata-rata yang mempunyai harga sama dan ini disesuaikan dengan interest rate (bunga) yang ada, seperti diagram berikut ini :



berubah menjadi :



Perumusan dasar yang dipergunakan adalah sebagai berikut :

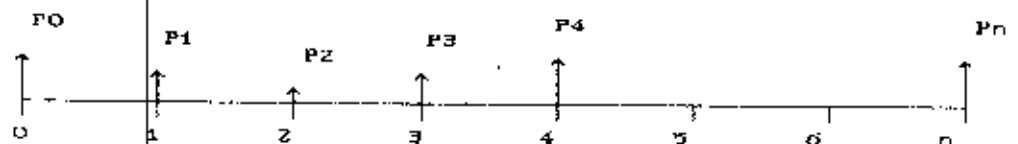
$$A = P \left[ \frac{i(1+i)^n}{(1+i)^n - 1} \right]$$

$$A = P \left[ \frac{1}{(1+i)^n - 1} \right]$$

Bila terdapat beberapa alternatif untuk suatu proyek, kita perlu membuat diagram seperti diatas kemudian alternatif yang kita pilih adalah yang biaya pengeluarannya paling kecil.

b. Analisa Cara Present Worth

Pada cara Present Worth ini semua biaya yang didapat atau dikeluarkan pada setiap tahun pada suatu periode tertentu diproyeksikan atas biaya awal saja (Present Worth) dan dikaitkan dengan interest rate (bunga) yang berlaku saat ini. Untuk lebih jelasnya dapat dilihat pada digram sebagai berikut :



berubah menjadi :



Perubahan dasar yang digunakan adalah sebagai berikut :

$$P = A \left[ \frac{(1+i)^n - 1}{i (1+i)^n} \right]$$

$$P = F \left[ \frac{1}{(1+i)^n} \right]$$

Bila terdapat alternatif perlu dibuatkan untuk masing-masing alternatif tersebut. Alternatif terbaik untuk interest rate (bunga) tertentu adalah yang paling kecil pengeluarannya setelah dikonversikan ke Present Worth.

#### c. Analisa cara Benefit Cost Ratio

Cara ini dipandang sebagai cara yang paling tepat untuk menentukan pilihan pada beberapa alternatif suatu proyek, terutama bila proyek tersebut mewakili kepentingan umum. Dimana penduduk didalam lingkup proyek tersebut akan mendapatkan keuntungan yang tidak langsung seperti kenyamanan, keamanan, tarap hidup yang lebih baik dan fasilitas-fasilitas lain yang lebih memudahkan atau menunjang penghidupan

mereka.

Apabila kita membandingkan dua alternatif yaitu alternatif A dan alternatif B, yang pertama kali kita lakukan adalah mencari pengeluaran, pemasukan dan mencari nilai keuntungan untuk masing-masing alternatif, kemudian ongkos-ongkos yang ada pada masing-masing alternatif dihitung. Perhitungan di atas dibuat untuk masing-masing tahun. Perumusan yang digunakan adalah sebagai berikut :

$$BCR = \frac{\text{keuntungan tahunan}}{\text{ongkos tahunan}} +$$

Jika diperoleh harga lebih dari  $BCR > 1,00$  maka alternatif tersebut dapat dipilih untuk dilaksanakan dan jika didapat nilai  $BCR < 1,00$  akan lebih baik menguntungkan untuk membiarkan seperti apa adanya atau dengan kata lain perlu ada alternatif lain untuk diajukan.

#### d. Analisa Internal Rate of Return (IRR)

Untuk menentukan kelayakan pembangunan suatu proyek secara finansial maka dapat dilakukan dengan cara Internal Rate of Return (IRR) dimana pada prinsipnya adalah menentukan tingkat suku bunga dimana besarnya pengeluaran yang terjadi harus sama dengan besar pemasukan. Bila nilai tingkat suku bunga yang

didapat lebih besar dari tingkat suku bunga yang terjadi dipasaran (Bank) maka proyek tersebut layak untuk dikerjakan. Dalam menentukan nilai tingkat suku bunga tersebut dilakukan dengan cara trial-Error.

#### 4.2. ANALISA BIAYA PEMAKAIAN JALAN (USER COST)

Untuk menghitung biaya pemakaian jalan (Biaya Operasi Kendaraan) dapat dihitung dengan mempergunakan model yang diperkenalkan oleh N.D. Lea & Associated LTD, dimana didalam perhitungan biaya pemakaian jalan tersebut dibagi 2 komponen yaitu : biaya tetap dan biaya bergerak (running cost).

Yang termasuk komponen biaya tetap yaitu :

- biaya-biaya asuransi
- biaya tambahan untuk pengoperasian kendaraan sebagai kendaraan komersial

Sedangkan yang termasuk dalam komponen biaya bergerak adalah :

- biaya pemakaian bahan bakar (fuel consumption)
- biaya pemakaian oli mesin (engine oil consumption)
- biaya pemakaian ban (tire wear)
- biaya pemeliharaan onderdil kendaraan termasuk pekerjaanya (maintenance parts)
- biaya awak kendaraan pada kendaraan komersial (crew)

cost)

- biaya penyusutan kendaraan.

Untuk menghitung biaya operasi kendaraan (80K) oleh N.D. Lea, didapatkan dari hasil survey dan percobaan yang dilakukan mempergunakan berbagai jenis kendaraan bermotor yang dikategorikan menjadi 3 kendaraan model seperti pada tabel 4.1.

Dari jenis kendaraan model diatas karakteristiknya seperti pada tabel 4.2.

Tabel 4.1. Kendaraan Model

Kendaraan Model	Kendaraan
Sedan	Sedan, Oplets, Sub urban, Land rover Jeep, Pick-Up, Mikrobus
Truck	Truck 2-axle 6 tyres, 3 - axle 10 tyres, Truck-Trailer, Semi Trailer
Bus	Bus 2 - axle 6 - tyres

Sumber : *Java Road Improvement Project Volume 3 Traffic and Economic Studies and Analyses*. N.D. Lea & Associates LTD.



Tabel 4.2. Karakteristik Kendaraan Model

Jenis Karakteristik	Sedan	Truck	Bus
Berat Kendaraan ( ton )	1,2	4,0	2,9
Berat Total ( ton )	1,7	7,5	5,5
Jumlah Gandar	2	2 - 3	2
Jumlah Cilinder	4 - 6	6	6
Ukuran Roda	4	7	6
Tenaga Maksimum	80	150	130
Rata-rata biaya per Kilometer dalam 1 tahun (1)	40.000	60.000	120.000
Rata-rata umur kendaraan ( tahun ) (2)	10	7	9
Rata-rata kecepatan (1)	45	40	40

(1) Trans Java Highway Feasibility Study - Lyon Associates

(2) Surabaya - Malang Road Feasibility Study - Ingaroute

#### 4.1.1.1 Harga-harga Komponen Biaya Operasi Kendaraan

Untuk menghitung Biaya Operasi Kendaraan akan digunakan harga dari komponen BOK. Perkiraan harga tersebut didasarkan pada harga tetap (fixed price) th 1982

- Sedan Rp. 48.000.000.-

- Bus Rp. 61.000.000.-

- Truck Rp. 16.000.000.-

#### 1. Biaya Fuel

- Sedan Rp. 81.000.-

- Bus Rp. 254.000.-

- Truck Rp. 254.000.-

#### 2. Biaya bahan bakar per liter

- Diesel Rp. 700.-

- Solar Rp. 380,-
- 4. Harga Oli mesin per liter
  - Oli kendaraan bensin Rp. 5.500,-
  - Oli kendaraan solar Rp. 4.500,-
- 5. Upah-upah pekerja
  - Pekerja untuk pemeliharaan Rp. 1000,-
  - Pengemudi bus Rp. 1350,-
  - Pengemudi truck Rp. 1350,-
  - Kondektur bus Rp. 750,-
  - Assisten truck Rp. 600,-

#### 4.2.4 Perhitungan Biaya Operasi Kendaraan . . . .

Dalam menentukan besarnya Biaya Operasi kendaraan pada jalan unsur dan kondisi permukaan jalan yang baik dibutuhkan 2 data masukan yaitu :

1. Besarnya kecepatan kendaraan, konsumsi bahan bakar, konsumsi oli, konsumsi ban, penyusutan kendaraan, pemeliharaan kendaraan, jam perjalanan untuk upah crew, asuransi kendaraan, dan suku bunga.
2. Besar harga satuan dari tiap bagian konsumsi bahan bakar, konsumsi oli, konsumsi ban, kendaraan, dan upah kerja

Dari studi yang telah dilakukan oleh IBRD dalam " Highway Design Standart Studi ", data yang pertama diambil dari Karakteristik kendaraan model. Dan data harga satuan diambil harga yang berlaku tahun 1993.

Menurut metode N.D. Lea besarnya harga-harga konsumsi tersebut adalah sebagai berikut, dengan catatan harga konsumsi tersebut untuk jalan datar dan kondisi permukaan jalan baik, lihat tabel 4.3, 4.4, 4.5 dan 4.6.

Untuk menghitung harga penyusutan kendaraan, suku bunga, asuransi kendaraan dan harga upah crew digunakan rumus sebagai berikut :

Tabel 4.3. Konsumsi Bahan Bakar Untuk Jalan datar dan Kondisi Jalan Baik (per 1000 Km)

Jenis Kendaraan	Konsumsi ( liter per 1000 Km )	Harga Satuan ( Rp. per liter )	Total Biaya ( Rp. per 1000 Km )
Sedan	136	700	95.200
Truck	189	380	71.820
Bus	182	380	69.160

Sumber : *Java Road Improvement Project Volume 3 Traffic and Economt Studies and Analyses*. N.D. Lea & Associates LTD.

Tabel 4.4. Konsumsi Oli Untuk Jalan datar dan Kondisi Jalan Baik ( per 1000 Km )

Jenis Kendaraan	Konsumsi ( liter per 1000 Km )	Harga Satuan ( Rp. per liter )	Total Biaya ( Rp. per 1000 Km )
Sedan	1,3	5.500	7.150
Truck	4,0	4.500	18.000
Bus	4,0	4.500	18.000

Tabel 4.5. Konsumsi Ban Untuk Jalan datar dan Kondisi Jalan Baik ( per 1000 Km )

Jenis Kendaraan	Konsumsi ( liter per 1000 Km )	Harga Satuan ( Rp. per liter )	Total Biaya ( Rp. per 1000 Km )
Sedan	0,0610	85.000	5.185
Truck	0,0834	254.000	21.183
Bus	0,0612	254.000	15.544

Sumber : *Java Road Improvement Project Volume 3 Traffic and Economical Studies and Analyses*. N.D. Lea & Associates LTD.

Tabel 4.8. Konsumsi Perawatan kendaraan Untuk Jalan datar dan Kondisi Jalan Baik ( per 1000 Km )

Jenis Kendaraan	Tenaga kerja			Harga Suku Cadang (Rp.)	Total Biaya (Rp. per 1000 Km)
	Jam kerja	Harga Satuan (Rp.)	Total Biaya (Rp.)		
Sedan	1,69	1.000	1.690	9.500	11.190
Truck	5,59	1.000	5.590	19.500	25.090
Bus	1,12	1.000	1.120	9.700	10.820

Sumber : *Java Road Improvement Project Volume 3 Traffic and Economi Studies and Analyses*. N.D. Lea & Associates LTD.

#### 1. Harga penyusutan kendaraan

$$D = \frac{HK}{TOTKM} \times \frac{\bar{V} \times 100}{V + P + V - V}$$

Dimana D = Penyusutan kendaraan per 1000 km

HK = Harga kendaraan baru

TOTKM = Harga total penggunaan kendaraan sesuai karakteristik kendaraan

$\bar{V}$  = Kecepatan rata-rata

V = Kecepatan kendaraan di jalan

P = Perbandingan antara kendaraan dengan kecepatan tinggi dan kendaraan kecepatan rata-rata, harga tersebut diambil sebesar 0,2 untuk sedan dan 0,5 untuk bus dan truck.

## 2. Suku bunga

$$IC = \frac{HK}{2 \times \overline{KM}} \times \frac{\overline{V} \times 100}{\overline{V} + P (V - \overline{V})} \times \frac{i}{100}$$

Dimana IC = Biaya suku bunga per 1000 km

HK = Harga kendaraan baru

$\overline{KM}$  = Rata-rata penggunaan kendaraan dalam kilometer

$\overline{V}$  = Kecepatan rata-rata

V = Kecepatan kendaraan di jalan

P = Perbandingan antara kendaraan dengan kecepatan tinggi dan kendaraan kecepatan rata-rata, harga tersebut diambil sebesar 0,2 untuk sedan dan 0,5 untuk bus dan truck.

i = Suku bunga diambil sebesar 15 %

## 3. Asuransi

$$A = \frac{INS}{\overline{KM}} \times \frac{\overline{V} \times 100}{\overline{V} + P (V - \overline{V})}$$

Dimana A = Biaya asuransi kendaraan per 1000 km

INS = Biaya rata-rata asuransi kendaraan dan biaya overhead kendaraan

$\overline{KM}$  = Rata-rata penggunaan kendaraan dalam kilometer

$\bar{V}$  = Kecepatan rata-rata

V = Kecepatan kendaraan di jalan

P = Perbandingan antara kendaraan dengan kecepatan tinggi dan kendaraan kecepatan rata-rata, harga tersebut diambil sebesar 0,2 untuk sedan dan 0,5 untuk bus dan truck.

#### 4. Harga upah crew

$$HP = \frac{UC}{KM} \times \frac{V \times 100}{\bar{V} + P(V - \bar{V})}$$

Dimana UP = Harga upah crew kendaraan per 1000 km

UC = Harga upah crew kendaraan per jam

KM = Rata-rata penggunaan kendaraan dalam kilometer

$\bar{V}$  = Kecepatan rata-rata

V = Kecepatan kendaraan di jalan

P = Perbandingan antara kendaraan dengan kecepatan tinggi dan kendaraan kecepatan rata-rata, harga tersebut diambil sebesar 0,2 untuk sedan dan 0,5 untuk bus dan truck.

Dari rumus diatas maka dapat dihitung biaya-biaya penyusutan kendaraan, suke bunga, asuransi dan upah crew

kendaraan besarnya biaya tersebut lihat tabel 4.7. dan 4.8. Semua biaya tersebut untuk jalan datar dan kondisi permukaan baik

Yang dimaksud dengan kondisi baik dalam metode ini diasumsikan sebagai berikut tabel 4.9.

Tabel 4.7. Penyusutan kendaraan, Suku Bunga dan Asuransi Untuk Jalan datar dan Kondisi Jalan Baik ( per 1000 Km )

Jenis Kendaraan	Penyusutan kendaraan ( Rp. per 1000 Km )	Suku Bunga ( Rp. per 1000 Km )	Asuransi ( Rp. per 1000 Km )
Sedan	96.428,571	71.321,429	39.585,714
Truck	161.642,510	121.381,886	74.447,557
Bus	40.343,915	30.257,936	15.734,127

Tabel 4.8. Upah Tenaga Crew Kendaraan Untuk Jalan datar dan Jalan Baik ( per 1000 Km )

Jenis Kendaraan	Upah Tenaga Crew ( Rp. per 1000 Km )
Truck	38.888,889
Bus	24.107,143

Sumber : *Java Road Improvement Project Volume 3 Traffic and Economi Studies and Analyses*. N.D. Lea & Associates LTD.



Tabel 4.9. Asumsi karakteristik permukaan jalan kondisi baik

Kondisi dan Karakteristik	Type Perkerasan	
	Hot mix	Penetrasi
<u>Baik</u>		
– Kecepatan	70	60
– Nilai kerusakan	Kurang dari 20	Kurang dari 20
<u>Sedang</u>		
– Kecepatan	50	45
– Nilai kerusakan	21 – 40	21 – 40
<u>Rusak</u>		
– Kecepatan	35	30
– Nilai kerusakan	41 – 90	41 – 90
<u>Rusak Berat</u>		
– Kecepatan	20	17
– Nilai kerusakan	Diatas 90	Diatas 90

Sumber : *Java Road Improvement Project Volume 3 Traffic and Economi Studies and Analyses*. N.D. Lea & Associates LTD.

Biaya operasi kendaraan dipengaruhi oleh kondisi permukaan jalan, semakin baik kondisi permukaan jalan maka biaya operasi kendaraan akan lebih sedikit. Adapun besarnya efek dari bermacam kondisi dan type permukaan jalan adalah sebagai berikut ( Tabel 4.10, 4.11, dan 4.12 ). Dengan menggunakan besarnya efek tersebut maka dapat dihitung besarnya biaya operasi kendaraan tiap-tiap ruas yang kondisi

dan type permukaan jalan berbeda (Tabel 4.13, 4.14 dan 4.15)

**Tabel 4.10. Prosentase BOK akibat efek dari type perkerasan dan kondisi permukaan jalan untuk SEDAN**

Type permukaan dan Kondisi	Bahan Bakar	Oli	Ban	Perawatan
<u>Hot mix</u>				
– Baik	90	100	100	100
– Sedang	84	100	300	230
– Rusak	76	192	575	404
– Rusak berat	73	192	575	404
<u>Penetrasi</u>				
– Baik	77	100	128	119
– Sedang	77	100	556	392
– Rusak	74	192	575	404
– Rusak berat	74	192	575	404

**Tabel 4.11. Prosentase BOK akibat efek dari type perkerasan dan kondisi permukaan jalan untuk TRUCK**

Type permukaan dan Kondisi	Bahan Bakar	Oli	Ban	Perawatan	Upah
<u>Hot mix</u>					
– Baik	100	100	100	100	100
– Sedang	94	100	121	156	119
– Rusak	94	200	151	234	148
– Rusak berat	102	200	151	234	189
<u>Penetrasi</u>					
– Baik	97	100	103	108	108
– Sedang	95	100	149	229	121
– Rusak	94	200	151	234	148
– Rusak berat	102	200	151	234	189

**Tabel 4.12. Prosentase BOK akibat efek dari type perkerasan dan kondisi permukaan jalan untuk BUS**

Type permukaan dan Kondisi	Bahan Bakar	Oli	Ban	Perawatan	Upah
<u>Hot mix</u>					
– Baik	100	100	100	100	100
– Sedang	92	100	121	273	119
– Rusak	90	200	151	511	147
– Rusak berat	95	200	151	511	193
<u>Penetrasi</u>					
– Baik	95	100	103	125	112
– Sedang	993	100	149	494	122
– Rusak	89	200	151	511	149
– Rusak berat	95	200	151	511	193

Sumber : *Java Road Improvement Project Volume 3 Traffic and Economic Studies and Analyses*. N.D. Lea & Associates LTD.

Tabel 4.13. BOK tiap ruas jalan sesuai dengan type dan kondisi permukaan jalan untuk SEDAN

Ruas Jalan, Panjang Jalan Type dan Kondisi	Bahan Bakar	OS	Ben	Pemerawatan	Penyusutan	Suku Bunga	Asuransi	Total
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
<u>Tanjong Pura – Rengas Dendaklok</u>								
- 13,5 Km	1.156,660	98,525	89,008	161,065	173,571	130,179	103,709	1.661,726
- Hot mix								
- Balok								
<u>Rengas Dendaklok – Kute Gandok</u>								
- 2,5 Km	214,200	17,675	12,963	27,675	32,143	24,107	19,205	346,468
- Hot mix								
- Balok								
<u>Kute Gandok – Bedung</u>								
- 1,8 Km	143,942	12,670	27,669	46,327	23,143	17,357	13,628	265,496
- Hot mix								
- Bedung								
<u>Bedung – Karang Jati</u>								
- 7,0 Km	556,776	50,060	108,685	190,156	90,000	67,500	53,775	1.110,145
- Hot mix								
- Bedung								
<u>Karang Jati – Pedes</u>								
- 1,4 Km	111,965	10,010	21,777	36,032	18,000	13,500	10,755	222,029
- Hot mix								
- Bedung								
<u>Pedes – Sungai Bumi</u>								
- 6,9 Km	561,779	48,335	107,330	177,565	88,714	66,536	53,007	1.094,296
- Hot mix								
- Bedung								
<u>Rengas Dendaklok – Cikarang</u>								
- 1,4 Km	102,626	10,010	40,389	61,411	18,000	13,500	10,755	236,661
- Persepsi								
- Paving								
<u>Cikarang – Pematang Sambi</u>								
- 7,0 Km	513,128	50,050	201,600	307,054	90,000	67,500	53,775	1.263,307
- Persepsi								
- Bedung								

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
<u>Pleisir Sembu - Batu Jawa</u>								
- 10,8 Km	791,663	77,220	311,348	473,740	138,857	104,143	82,887	1.979,859
- Penetrasi								
- Bedang								
<u>Batu Jawa - Tanah Baru</u>								
- 7,5 Km	546,780	53,623	216,213	326,968	96,429	72,821	57,818	1.374,972
- Penetrasi								
- Bedang								
<u>Tanah Baru - Kemuning Gaden</u>								
- 4,5 Km	326,609	32,173	20,866	59,922	57,657	43,303	34,570	587,651
- Penetrasi								
- Baik								
<u>Johar - Telagaesi</u>								
- 9,5 Km	698,386	67,825	279,972	418,716	122,143	91,607	72,980	1.741,631
- Penetrasi								
- Bedang								
<u>Telagaesi - Lemah Abang</u>								
- 9,0 Km	586,432	57,200	230,629	350,918	102,857	77,143	61,457	1.469,836
- Penetrasi								
- Bedang								
<u>Lemah Abang - Kresak</u>								
- 13,5 Km	969,604	96,523	369,186	592,175	173,571	130,179	109,709	2.474,949
- Penetrasi								
- Bedang								
<u>Cilalong - Cilamaya</u>								
- 14 Km	1.026,258	100,100	400,600	614,107	180,000	135,000	107,550	2.568,614
- Penetrasi								
- Bedang								
<u>Cilamaya - Kovers, Ch</u>	VII							
- 2 Km	140,666	27,456	56,626	90,415	25,714	19,286	15,364	379,759
- Penetrasi								
- Rusak								

Tabel 4.14. BOK tiap ruas jalan sesuai dengan type dan kondisi permukaan jalan untuk TRUCK

Ruas Jalan, Panjang Jalan Type dan Kondisi	Bahan Bakar	Oil	Ban	Perawatan	Pemeliharaan	Buku Bunga	Asuransi	Upah	Total
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)
<u>Jalan Aspal – Persegi Panjang</u> – 13,5 Km – Hot mix – Balk	989,570	240,000	285,971	338,715	208,549	108,333	128,444	525,000	2.278,382
<u>Persegi Panjang – Kuda Gandok</u> – 2,5 Km – Hot mix – Balk	179,550	45,000	52,956	82,725	38,213	20,082	23,418	97,222	421,923
<u>Kuda Gandok – Bedang</u> – 1,8 Km – Hot mix – Bedang	121,519	32,400	46,137	70,453	27,510	14,444	16,859	83,300	329,328
<u>Bedang – Kemiringan Jati</u> – 7,0 Km – Hot mix – Bedang	472,378	128,000	179,420	279,980	108,998	56,173	85,584	329,944	1.280,711
<u>Kemiringan Jati – Pedes</u> – 1,4 Km – Hot mix – Bedang	94,515	25,200	35,984	54,797	21,399	11,235	13,113	64,799	256,142
<u>Pedes – Bujur Bujur</u> – 6,9 Km – Hot mix – Bedang	485,825	124,200	176,887	270,089	105,487	56,370	84,827	319,317	1.282,415
<u>Persegi Panjang – Cangkang</u> – 1,4 Km – Persegi – Rusak	35,521	25,200	44,188	80,438	21,399	11,235	13,113	124,878	281,085
<u>Cangkang – Paving Benda</u> – 7,0 Km – Persegi – Bedang	477,803	128,000	220,989	402,193	108,998	56,173	85,584	329,360	1.455,487

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
<u>Pleang Sambo - Batu Jaya</u>									
- 10,8 Km	736,673	194,400	940,677	820,328	165,079	98,667	101,136	508,200	2.245,577
- Penetral									
- Bedang									
<u>Batu Jaya - Tanah Baru</u>									
- 7,5 Km	511,719	135,000	236,720	430,921	114,639	80,185	70,247	332,917	1.559,429
- Penetral									
- Bedang									
<u>Tanah Baru - Kemuning Galen</u>									
- 4,5 Km	313,484	81,000	98,180	121,937	98,780	36,111	42,148	189,000	781,857
- Penetral									
- Bulk									
<u>Johar - Telagaairi</u>									
- 9,5 Km	648,176	171,000	299,945	545,833	145,209	78,235	88,979	447,028	1.975,276
- Penetral									
- Bedang									
<u>Telagaairi - Lemah Abang</u>									
- 8,0 Km	545,832	144,000	232,301	459,649	122,281	64,199	74,800	375,444	1.883,391
- Penetral									
- Bedang									
<u>Lemah Abang - Kraek</u>									
- 13,5 Km	921,092	243,000	428,098	775,857	208,349	108,833	128,444	635,250	2.908,972
- Penetral									
- Bedang									
<u>Cikalong - Cikamaja</u>									
- 14 Km	955,208	252,000	441,877	804,385	213,992	112,948	131,128	858,778	2.910,934
- Penetral									
- Bedang									
<u>Cikamaja - Muara Kaman</u>									
- 2 Km	135,022	72,000	83,973	117,421	30,570	16,049	18,733	115,111	458,788
- Penetral									
- Rusak									

Tabel 4.15. BOK tiap ruas jalan sesuai dengan type dan kondisi permukaan jalan untuk BUS

Ruas Jalan, Panjang Jalan Type dan Kondisi	Bahan Bakar	Of	Ban	Perawatan	Penyusutan	Suku Bunga	Asuransi	Upah	Total
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)
<u>Thitung Pura – Pongas Dangdlok</u>									
- 18,5 Km	993,960	243,000	202,944	148,070	182,179	110,290	199,583	325,446	2.004,825
- Hot mix									
- Baki									
<u>Pongas Dangdlok – Kuta Gandok</u>									
- 2,5 Km	172,500	45,000	38,880	27,050	30,258	20,424	35,990	60,268	371,432
- Hot mix									
- Baki									
<u>Kuta Gandok – Bedeng</u>									
- 1,8 Km	114,520	32,400	33,855	53,180	2,160	14,705	26,611	51,838	277,435
- Hot mix									
- Bedeng									
<u>Bedeng – Kerang Jati</u>									
- 7,0 Km	445,390	128,000	131,658	206,770	84,722	57,188	103,488	200,913	1.155,218
- Hot mix									
- Bedeng									
<u>Kerang Jati – Pades</u>									
- 1,4 Km	89,079	25,200	26,332	41,354	16,944	11,438	20,698	40,163	231,043
- Hot mix									
- Bedeng									
<u>Pades – Gunung Buntu</u>									
- 6,9 Km	439,028	124,200	129,777	203,616	83,512	56,371	102,009	197,844	1.138,712
- Hot mix									
- Bedeng									
<u>Pongas Dangdlok – Cihangkung</u>									
- 1,4 Km	90,046	25,200	32,425	74,831	16,944	11,438	20,698	185,725	271,562
- Peratahan									
- Putek									
<u>Cihangkung – Pimang Sambo</u>									
- 7,0 Km	450,232	128,000	182,124	374,156	84,722	57,188	103,488	205,875	1.357,909
- Peratahan									
- Bedeng									



(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
<u>Pleang Sembu - Batu Jawa</u>									
- 10,8 Km	894,649	194,400	250,134	577,289	130,714	66,232	159,695	317,808	2.095,059
- Penetrasi									
- Bedang									
<u>Batu Jawa - Tanah Baru</u>									
- 7,5 Km	482,091	135,000	173,704	400,891	90,774	81,272	110,979	220,590	1.454,902
- Penetrasi									
- Bedang									
<u>Tanah Baru - Kampung Gajah</u>									
- 4,5 Km	295,659	81,000	72,046	80,883	54,454	36,783	66,528	121,500	667,323
- Penetrasi									
- Belk									
<u>Johor - Telokan</u>									
- 9,5 Km	611,029	171,000	220,025	507,783	114,980	77,612	140,447	279,402	1.842,878
- Penetrasi									
- Bedang									
<u>Telokan - Lemah Abang</u>									
- 8,0 Km	514,550	144,000	185,284	427,808	98,825	85,357	116,271	235,298	1.501,993
- Penetrasi									
- Bedang									
<u>Lemah Abang - Kraak</u>									
- 13,5 Km	898,304	243,000	312,888	721,588	163,363	110,290	199,583	397,045	2.818,623
- Penetrasi									
- Bedang									
<u>Okalong - Olanay</u>									
- 14 Km	900,468	252,000	324,248	748,311	169,444	114,375	205,975	411,750	2.715,817
- Penetrasi									
- Bedang									
<u>Olanay - Muar Q</u>									
- 2 Km	123,106	72,000	46,943	110,580	24,208	19,295	15,364	71,830	411,484
- Penetrasi									
- Puraak									

#### 4.3. Analisa Biaya Konstruksi

Dalam Menentukan biaya konstruksi, tergantung pada cara penanganan terhadap kondisi permukaan jalan dan lalu lintas harian rata-rata yang melewati jalan tersebut. Tiap-tiap kondisi permukaan jalan cara penanganannya berbeda-beda, yaitu :

- Kondisi permukaan jalan baik, cara penanganannya pemeliharaan rutin.
- Kondisi permukaan jalan sedang, cara penanganannya rehabilitasi atau pemeliharaan periodik.
- Kondisi permukaan jalan rusak, cara penanganannya peningkatan ( betterment ) dan atau tidak dengan pelebaran.

Dengan cara penanganan jalan yang berbeda dan LHR yang melewati tiap ruas jalan juga berlainan, maka dapat diklasifikasikan Biaya Konstruksi berdasarkan hubungan antara cara penanganan jalan dan LHR. Yang bersumber dari pandataan Dinas Pekerjaan Umum Kabupaten Karawang tahun 1993 ( Tabel 4.18. ).

Tabel 4.16. Klasifikasi Biaya Konstruksi ( Rp. 1.000.000,- )

LHR	Penanganan jalan		
	Pemeliharaan Rutin	Rehabilitasi	Betterment
5 - 50	1,3	21	59
51 - 200	1,3	29	64
240 - 500	1,4	34	73
525 - 900	1,5	36	85
950 - 1500	1,5	46	95

Dari tabel di atas maka dapat dihitung untuk Biaya Konstruksi dari tiap-tiap ruas jalan dengan kondisi permukaan dan lalu lintas harian rata-ratanya ( tabel 4.17 )

Tabel 4.17 Biaya Penanganan Trip Ruas jalan per Kilometer

Ruas Jalan	Kondisi Jalan	Cara Penanganan	JHR	Biaya Penanganan (Rp. 1.000.000)
Tanjung Pura - Rengas Dengklok	Baik	Pemeliharaan Rutin	1256	1,5
Rengas Dengklok - Kuta Gandok	Baik	Pemeliharaan Rutin	984	1,5
Kuta Gandok - Bedeng	Sedang	Rehabilitasi	852	48
Bedeng - Karang Jati	Sedang	Rehabilitasi	734	36
Karang Jati - Pedes	Sedang	Rehabilitasi	702	36
Pedes - Sungai Buntu	Sedang	Rehabilitasi	624	36
Rengas Dengklok - Cikangkung	Rusak	Betterment	875	60
Cikangkung - Pisang Sambo	Sedang	Rehabilitasi	800	36
Pisang Sambo - Batu Jaya	Sedang	Rehabilitasi	778	36
Batu Jaya - Tanah Baru	Sedang	Rehabilitasi	458	34
Tanah Baru - Kampung Galian	Baik	Pemeliharaan Rutin	540	1,5
Jonar - Telagasan	Sedang	Rehabilitasi	1142	48
Telagasan - Lemah Abang	Sedang	Rehabilitasi	856	48
Lemah Abang - Krasak	Sedang	Rehabilitasi	950	34
Cikelong - Cilamaya	Sedang	Rehabilitasi	1248	48
Cilamaya - Muara Cilamaya	Rusak	Betterment	723	60

## BAB V

## PENENTUAN PRIORITAS PENANGANAN JALAN

## 5.1. Langkah-Langkah Penentuan Prioritas Penanganan Jalan

Dalam menentukan prioritas penanganan jalan langkah-langkah yang harus ditempuh untuk mendapatkan prioritas penanganan jalan yang sesuai dengan klas dan kondisi jalan serta dana yang tersedia yaitu :

## 5.1.1 Menghitung Nilai Kerusakan Jalan

Dengan menggunakan metode dari Prihatin Dirgolaksono yang berdasarkan penilaian dari metode Pennsylvania, untuk menghitung nilai kondisi kerusakan permukaan jalan pada ruas-ruas jalan yang disurvei. Dari hasil nilai kerusakan, maka dapat dijadikan sebagai patokan dalam menentukan prioritas penanganan jalan. Dengan pedoman sebagai berikut :

- 1 Mendahulukan jalan dengan nilai kerusakan yang lebih tinggi dari pada jalan dengan nilai kerusakan rendah atau
- 2 Mendahulukan jalan dengan lalu lintas padat dari pada jalan dengan lalu lintas lebih ringan, walaupun nilai kerusakan yang hampir sama.

Dari hasil penilaian kondisi permukaan tiap ruas

jalan pada bab sebelumnya ( Bab III ), untuk mempermudah penentuan prioritas penanganan dibuat tabel nilai kerusakan tiap-tiap ruas jalan berdasarkan urutan nilai terbesar sampai yang terendah ( tabel 5.1 )

Tabel 5.1. Urutan nilai Kerusakan jalan dari tiap ruas jalan

No	Ruas Jalan	Type perkerasan	Nilai kerusakan	Katagori
1	Cilamaya – Muara Cilamaya	Penetrasi	45,33	Rusak
2	Rengas Dengklok – Cikangkung	Penetrasi	42,90	Rusak
3	Telagasari – Lemah Abang	Penetrasi	37,85	Sedang
4	Kuta Gandok – Bedeng	Hot mix	37,38	Sedang
5	Johar – Telagasari	Penetrasi	34,72	Sedang
6	Karang Jati – Pedes	Hot mix	34,70	Sedang
7	Lemah Abang – Ktrasak	Penetrasi	33,57	Sedang
8	Batu Jaya – Tanah Baru	Penetrasi	32,75	Sedang
9	Cikangkung – Pisang Sambo	Penetrasi	32,70	Sedang
10	Cikalong – Cilamaya	Penetrasi	31,26	Sedang
11	Pedes – Sungai Buntu	Hot mix	31,07	Sedang
12	Bedeng – Karang Jati	Hot mix	28,92	Sedang
13	Pisang Sambo – Batu Jaya	Penetrasi	26,00	Sedang
14	Tanah Baru – Kampung Galian	Penetrasi	19,41	Baik
15	Rengas Dengklok – Kuta Gandok	Hot mix	15,64	Baik
16	Tanjung Pura – Rengas Dengklok	Hot mix	12,87	Baik

5.1.2 Menghitung Biaya Pemakai Jalan ( BOK ) dan Biaya Penanganan

A. Perhitungan Biaya Operasi Kendaraan

Kondisi permukaan jalan sangat berpengaruh terhadap besarnya nilai Biaya Operasi Kendaraan. Karena dengan kondisi permukaan jalan yang rusak mengakibatkan laju kecepatan kendaraan akan lebih lambat sehingga nilai Biaya Operasi Kendaraan akan lebih besar, namun sebaliknya dengan kondisi permukaan jalan baik laju kecepatan kendaraan yang melewati jalan tersebut cepat, sehingga nilai Biaya Operasi Kendaraan akan lebih kecil.

Perhitungan Biaya Operasi Kendaraan dengan cara menggunakan dari metode N.D. Lea & Associates LTD. Untuk lebih jelasnya dapat dilihat pada bab sebelumnya ( Bab IV ).

B. Perhitungan Biaya Penanganan Jalan

Dengan hasil penilaian kondisi permukaan jalan yang disurvei perlu adanya suatu penanganan yang sesuai dengan nilai kondisi permukaan jalan tersebut, yaitu cara penanganannya sebagai berikut :

1. Ruas jalan yang nilai kondisi permukaannya dibawah 20, maka jalan tersebut dalam kondisi baik cara penanganannya pemeliharaan rutin,
2. Ruas jalan yang nilai kondisi permukaan antara 21 sampai 40, kondisi jalan tersebut adalah kondisi sedang. Cara penanganannya Rehabilitasi.

3. Ruas jalan yang nilai kondisi permukaannya antara 41 sampai 90 maka jalan tersebut kondisinya rusak. Cara penanganannya Betterment.

4. Ruas jalan yang nilai kondisinya diatas 90 maka jalan tersebut dalam kondisi rusak berat. Cara penanganannya Reconstruction (pembangunan kembali)

Dengan cara penanganan jalan yang berbeda sesuai dengan kondisi jalan, maka biaya penanganannya juga berbeda sesuai dengan cara penanganannya serta lalu lintas harian rata-rata kendaraan yang melewati jalan tersebut. Biaya penanganan jalan dapat dilihat pada bab sebelumnya (Bab IV), yang merupakan biaya konstruksi (Invest awal).

#### 5.1.3 Analisa Benefit Cost Ratio ( BCR )

Untuk menentukan layak atau tidak pembangunan pada penanganan tiap-tiap ruas jalan secara ekonomi, maka dipergunakan metode Benefit Cost Ratio ( BCR ) dimana pada prinsipnya dalam memilih 2 alternatif. Metode ini membandingkan besarnya Investasi/Construction Cost yang dikeluarkan terhadap penghematan User Cost (Benefit User Cost).

Dalam perhitungan nilai user cost dan construction cost harus diperhitungkan pula adanya perbedaan waktu yang berpengaruh terhadap nilai tersebut, sehingga dalam perhitungan harus dilakukan analisa dengan mempergunakan



salah satu dari metode : Present Worth ( PW ), Annual Worth ( AW ) atau Future Worth ( FW ).

Pada Perhitungan tugas akhir ini dipergunakan metode Annual Worth ( AW ).

Untuk menentukan kelayakan penanganan tiap ruas jalan, maka diperlukan data-data untuk perhitungan user cost dan construction cost. Dengan asumsi bahwa umur konstruksi dapat mencapai 5 tahun sebelum terjadi lagi kerusakan yang berarti. Data-data tersebut pada proses BCR adalah sebagai berikut :

1. Biaya Operasi Kendaraan untuk tiap ruas jalan sesuai dengan kondisi permukaan jalan seperti pada tabel 4.13, sampai tabel 4.15. ( Bab IV ).
2. Jumlah kendaraan pertahun yang melewati tiap-tiap ruas jalan dapat dilihat tabel 5.2.
3. Investasi yang dikeluarkan untuk penanganan tiap ruas jalan yang tertera pada tabel 5.3.
4. Biaya Operasi dan pemeliharaan tiap ruas jalan diasumsikan sesuai dengan sumber dari Dinas Pekerjaan Umum Kabupaten Karawang tahun 1993 yaitu sebesar 1.500.000 per tahun.
5. Dalam perhitungan Benefit cost Ratio ini diasumsikan tingkat suku bunga yang berlaku adalah  $i = 15\%$  per tahun.

# BAB V PENENTUAN PRIORITAS PENANGANAN JALAN

Tabel 5.2. Volume Kendaraan yang melewati tiap Ruas Jalan

No	Ruas Jalan	Sedan	Truck	Bus
1	Cilamaya - Muara Cilamaya	241,505	69,250	16,205
2	Rengas Dengklok - Cikangkung	289,580	85,420	21,035
3	Teiagasari - Lemah Abang	249,280	69,840	17,288
4	Kuta Gandok - Bedeng	248,325	69,542	17,840
5	Jonar - Teiagasari	250,920	72,720	19,085
6	Karang Jati - Pedes	241,580	68,980	16,580
7	Lemah Abang - Krasak	246,803	66,605	15,120
8	Batu Jaya - Tanah Baru	172,520	35,250	10,024
9	Cikangkung - Pisang Sambo	241,580	64,440	16,580
10	Cikatong - Cilamaya	253,800	75,980	21,980
11	Pedes - Dungai Buntu	204,750	46,580	12,560
12	Bedeng - Karang Jati	242,645	72,364	17,642
13	Pisang Sambo - Batu Jaya	230,154	60,843	15,134
14	Tanah Baru - Kampung Galien	227,880	42,367	12,980
15	Rengas Dengklok - Kuta Gandok	244,050	68,120	17,650
16	Tanjung Pura - Rengas Dengklok	284,280	83,080	19,360

Tabel 5.3. Investasi Biaya Penanganan tiap Ruas Jalan  
(Rp. 1.000.000)

No	Ruas Jalan	Panjang (Km)	Kondisi	Biaya per Kilometer	Total Investasi
1	Cilamaya - Muara Cilamaya	2.00	Rusak	85.00	170.00
2	Rengas Dengklok - Cikangkung	1.40	Rusak	85.00	119.00
3	Telagasari - Lemah Abang	8.00	Sedang	46.00	368.00
4	Kuta Gandok - Bedang	1.80	Sedang	46.00	82.80
5	Jonar - Telagasari	9.50	Sedang	46.00	437.00
6	Karang Jati - Pedes	1.40	Sedang	36.00	50.40
7	Lemah Abang - Krasak	13.50	Sedang	34.00	459.00
8	Batu Jaya - Tanah Baru	7.50	Sedang	34.00	255.00
9	Cikangkung - Pisang Sambo	7.00	Sedang	36.00	252.00
10	Cikalong - Cilamaya	14.00	Sedang	46.00	644.00
11	Pedes - Sungai Buntu	6.90	Sedang	36.00	248.40
12	Bedang - Karang Jati	7.00	Sedang	36.00	252.00
13	Pisang Sambo - Batu Jaya	10.80	Sedang	36.00	388.80
14	Tanah Baru - Kampung Galian	4.50	Baik	1.50	6.75
15	Rengas Dengklok - Kuta Gandok	2.50	Baik	1.50	3.75
16	Tanjung Pura - Rengas Dengklok	13.50	Baik	1.50	20.25

Perhitungan untuk menentukan nilai BCR tiap penanganan ruas jalan :

1. Menghitung user cost (BOK) tiap ruas jalan dan Benefit user cost.

Biaya Operasi Kendaraan per tahun merupakan hasil penjumlahan biaya operasi masing-masing jenis kendaraan yang didapat dari perkalian volume tiap tahun dengan biaya operasi kendaraan. Hasil perhitungan dapat dilihat pada tabel 5.4. Sebelum adanya penanganan dan tabel 5.5. sesudah adanya penanganan.

2. Menghitung nilai BCR

Penghematan User Cost (BOK) yang merupakan nilai benefit dari pemakai jalan, diperoleh dari hasil pengurangan Annual Worth Biaya Operasi Kendaraan tiap ruas jalan sebelum adanya pengurangan dan Annual Worth Biaya Operasi Kendaraan tiap ruas jalan sesudah adanya penanganan. ( tabel 5.6 )

Construction Cost diperoleh dari Biaya penanganan tiap ruas jalan.

$$\text{Nilai BCR} = \frac{\text{Penghematan User Cost}}{\text{Construction Cost}}$$

Bila nilai BCR lebih dari pada 1, maka secara ekonomi penanganan tersebut layak.

Tabel 5.4. Annual BOK per tahun tiap Ruas Jalan Sebelum Ada Penanganan

No	Ruas Jalan	BOK			Annual BOK per tahun
		Bedah	Truck	Bus	
1	Cilamaya - Muara Cilamaya	148,056,674	54,406,781	9,878,643	240,142,297
2	Rengas Dengklok - Cikangkung	122,585,310	72,991,141	8,792,579	204,259,029
3	Telagasari - Lemah Abang	720,793,697	324,043,798	37,964,513	1,082,812,197
4	Kuta Gandok - Bedeng	121,403,650	89,376,589	7,730,242	199,510,290
5	Johar - Telagasari	706,404,935	400,670,122	49,299,404	1,156,374,460
6	Karang Jati - Pedes	91,952,707	51,955,959	5,690,022	149,498,688
7	Lemah Abang - Krasak	998,587,865	521,494,921	58,087,039	1,564,129,925
8	Batu Jaya - Tanah Baru	393,438,355	173,330,864	20,650,208	567,419,525
9	Cikangkung - Pisang Sambi	501,592,499	281,815,249	31,640,341	794,548,298
10	Cikalong - Cilamaya	1,052,966,353	616,769,910	94,446,652	1,754,181,915
11	Pedes - Sungai Buntu	393,717,763	195,779,796	21,252,465	590,750,023
12	Bedeng - Karang Jati	461,326,379	290,745,294	30,255,724	772,327,397
13	Pisang Sambi - Batu Jaya	736,602,172	381,104,309	44,595,162	1,162,301,643
14	Tanah Baru - Kampung Gantar	249,585,434	102,217,447	13,213,755	365,016,636
15	Rengas Dengklok - Kuta Gandok	154,014,916	51,543,947	5,554,229	211,082,990
16	Tanjung Pura - Rengas Dengklok	988,659,412	597,413,996	59,538,047	1,624,608,355

Tabel 5.5 Annual BOK per tahun tiap Ruas Jalan Sesudah Ada Penanganan

No	Ruas Jalan	BOK			Annual BOK per tahun
		Sedan	Truck	Bus	
1	Cilamaya - Muara Cilamaya	117,662,499	74,271,048	7,343,241	199,276,796
2	Rengas Dengklok - Cikangkung	89,752,602	64,129,429	6,672,357	169,554,398
3	Telagasari - Lemah Abang	615,606,433	299,615,300	31,332,568	946,554,101
4	Kuta Gandok - Bedeng	152,819,333	66,675,264	7,111,404	196,606,001
5	Johan - Telagasari	590,625,295	370,465,052	41,079,435	992,229,796
6	Karang Jati - Pedes	65,357,260	48,933,102	5,192,454	140,489,432
7	Lemah Abang - Krasak	810,997,329	494,751,301	48,248,142	1,341,996,771
8	Batu Jaya - Tanah Baru	315,197,422	141,771,999	17,033,751	474,003,101
9	Cikangkung - Pisang Sambo	411,912,532	241,693,023	26,284,377	690,069,931
10	Cikalong - Cilamaya	665,569,608	570,272,936	69,657,695	1,300,499,439
11	Pedes - Sungai Buntu	356,050,419	179,548,633	19,402,927	554,541,932
12	Bedeng - Karang Jati	428,708,399	269,814,739	27,652,096	726,179,733
13	Pisang Sambo - Batu Jaya	605,514,003	352,374,234	37,032,771	994,921,058
14	Tanah Baru - Kampung Gatian	248,593,494	102,237,447	13,213,755	365,036,696
15	Rengas Dengklok - Kuta Gandok	154,014,916	51,543,847	5,354,239	211,092,990
16	Tanjung Pura - Rengas Dengklok	969,659,412	597,413,896	59,536,047	1,624,608,355

Tabel 5.6. Benefit Finansial Jarak Setelah Ada Penanganan

No	Suas Jarak	BK Setelah Penanganan	BDK Setelah Penanganan	Benefit Finansial Jarak
1	Cikamaya - Muka Cikamaya	1.440.140.287	1.399.276.756	40.863.531
2	Bengas Dengitlok - Kumpang	204.759.029	169.774.999	34.984.041
3	Telagasari - Lemah Abang	1.021.412.197	946.754.101	74.658.096
4	Kuta Gandon - Benerup	139.717.290	150.008.001	-11.909.289
5	Johar - Telagasari	1.156.704.460	999.229.056	157.475.404
6	Karang Jati - Pedes	143.438.859	140.463.439	2.975.420
7	Lemah Abang - Krasan	1.564.129.923	1.359.416.778	204.713.145
8	Batu Jaya - Tanah Baru	577.419.525	474.009.101	103.410.424
9	Cikangkung - Pisang Dumbo	794.549.755	630.069.931	164.479.823
10	Cikalong - Cikamaya	1.754.131.915	1.305.499.432	448.632.476
11	Pedes - Bunga Euit	589.557.344	552.900.374	36.656.970
12	Bedeng - Karang Jati	772.927.597	726.179.753	46.747.844
13	Pisang Dumbo - Batu Jaya	1.162.008.643	994.321.059	167.687.584
14	Tanah Baru - Kumpang	365.056.896	365.056.896	0
15	Bengas Dengitlok - Kuta Gandon	211.092.990	211.092.990	0
16	Tanjung Huma - Bengas Dengitlok	1.624.609.177	1.624.609.177	0

Tabel 5.7. Hasil perhitungan nilai kelayakan tiap-tiap ruas jalan.

#### 5.1.4 Nilai untuk Penentuan Prioritas

Dalam penentuan prioritas penanganan jalan yang berdasarkan klas dan kondisi jalan serta dana yang tersedia. Maka perlu adanya pemberian nilai tiap peninjauan. Untuk menentukan besarnya nilai tersebut berdasarkan dari pemakai jalan. Karena setiap peninjauan tersebut sangat tergantung dari banyak dan sedikitnya pemakai jalan, sebagai contoh dalam menentukan nilai BCR, nilai BCR tergantung dari biaya penghematan pemakai jalan dan kondisi permukaan jalan. Sedang banyaknya pemakai jalan merupakan berasnya LHR, dan LHR itu sendiri berhubungan dengan klas jalan.

Untuk itu penulis menetapkan besarnya nilai tiap peninjauan berdasarkan nilai LHR, nilai BCR, kondisi jalan, dan klas jalan.

Adapun besarnya nilai tiap peninjauan, yaitu :

1. Lalu lintas harian rata-rata (tabel 5.8)
2. Berdasarkan Nilai Benefit Cost Ratio (tabel 5.9)
3. Kondisi permukaan jalan (tabel 5.10)
4. Lalu lintas harian rata-rata (tabel 5.11)



Tabel 5.8. Nilai berdasarkan lalu lintas Harian Rata-rata

Lalu lintas Harian Rata-rata	Score
< 500	1
500 - 800	2
800 - 1100	3
1100 - 5000	4
5000 - 10000	5
> 10000	6

Tabel 5.9. Nilai berdasarkan Benefit Cost Ratio

Benefit Cost Ratio	Score
> 2,5	5
2,0 - 2,5	4
1,5 - 2,0	3
1,0 - 1,5	2
0,25 - 1,0	1
< 0,25	0

Tabel 5.10. Nilai berdasarkan Kondisi Jalan

Kondisi Jalan	Score
- Baik	1
- Sedang	3
- Rusak	5
- Rusak Berat	7

Tabel 5.11. Nilai berdasarkan Klasifikasi Jalan

Klasifikasi Jalan	Score
- Jalan Arteri Primer	5
- Jalan Arteri Sekunder	4
- Jalan Kolektor Primer	3
- Jalan Kolektor Sekunder	2
- Jalan Local	1

Dengan menggunakan score tersebut diatas, maka tiap ruas jalan dapat dicari scorenya untuk menentukan prioritas penanganan jalan. (tabel 5.12)

Tabel 5.7 Nilai BDR tiap Ruas Jalan

No	Ruas Jalan	Annual Benefit Pemeliharaan Jalan	Annual Cost Construction	Nilai BDR
1	Citandaya - Muara Citandaya	(40.865,511)	(54.908,908)	0.74
2	Rengas Dengklok - Cikangkung	94,704,641	38,434,934	0.80
3	Telagasari - Lemah Abang	158,259,088	121,790,123	1.17
4	Kuta Gandok - Bedeng	11,909,283	28,200,028	0.45
5	Johan - Telagasari	184,144,874	144,815,886	1.14
6	Karang Jati - Pedes	9,005,249	17,155,104	0.53
7	Lemah Abang - Krasak	222,145,052	167,178,939	1.41
8	Batu Jaya - Tanah Baru	85,416,424	87,320,486	0.98
9	Cikangkung - Pisang Samba	114,479,997	85,875,519	1.34
10	Cikalong - Citandaya	248,632,476	213,115,218	1.17
11	Pedes - Sungai Buntu	36,188,065	94,451,583	0.45
12	Bedeng - Karang Jati	46,147,864	95,875,519	0.54
13	Pisang Samba - Batu Jaya	167,827,595	132,185,087	1.27
14	Tanah Baru - Kampung Galian	0	6,750,000	Pemeliharaan Rutin
15	Rengas Dengklok - Kuta Gandok	0	3,750,000	Pemeliharaan Rutin
16	Tanjung Pura - Rengas Dengklok	0	20,250,000	Pemeliharaan Rutin

Tabel 5.11. Atribut Rues Jalan Untuk Penentuan Prioritas

Rues Jalan	Klas Jalan	LHR	Kondisi	RCR	Total Nilai	Prioritas
Cilamaya - Muara Cilamaya	Lokal	723	Rusak	0.74	$1+5+1 = 9$	7
Rengas Dengklok - Cikangkung	Kolektor Sekunder	375	Rusak	0.90	$2+3+5+1 = 11$	3
Telagasari - Lemah Abang	Kolektor Sekunder	956	Sedang	1.17	$2+3+3+2 = 10$	4
Kuta Gandok - Bedeng	Kolektor Sekunder	952	Sedang	0.45	$2+3+3+1 = 9$	8
Johan - Telagasari	Kolektor Primer	1142	Sedang	1.14	$3+4+3+2 = 12$	2
Karang Jati - Pedes	Kolektor Sekunder	708	Sedang	0.53	$2+2+3+1 = 8$	11
Lemah Abang - Krasak	Kolektor Sekunder	950	Sedang	1.41	$2+3+3+2 = 10$	5
Batu Jaya - Tanah Baru	Kolektor Sekunder	456	Sedang	0.36	$2+1+3+1 = 7$	13
Cikangkung - Pisang Sambo	Kolektor Sekunder	805	Sedang	1.34	$2+3+3+2 = 10$	6
Citalong - Cilamaya	Kolektor Primer	1248	Sedang	1.17	$3+4+3+2 = 12$	1
Pedes - Sungai Puntu	Kolektor Sekunder	624	Sedang	0.43	$2+2+3+1 = 8$	10
Bedeng - Karang Jati	Kolektor Sekunder	734	Sedang	0.54	$2+2+3+1 = 8$	10
Pisang Sambo - Batu Jaya	Kolektor Sekunder	776	Sedang	1.27	$2+2+3+2 = 9$	9
Tanah Baru - Gaung Galian	Lokal	445	Baik	-	$1+1+1+0 = 3$	16
Rengas Dengklok - Kuta Gandok	Kolektor Sekunder	984	Baik	-	$2+3+1+0 = 6$	15
Tanjung Pura - Rengas Dengklok	Kolektor Primer	1256	Baik	-	$3+4+1+0 = 8$	14

### 5.2. Hasil Penentuan Prioritas

Tiap-tiap ruas jalan yang dilakukan survey jalan menghasilkan nilai kerusakan jalan yang berbeda. Untuk memprioritaskan penanganannya dilakukan dari hasil nilai kerusakan yang paling tinggi diprioritaskan terlebih dahulu. Dengan cara penanganan sesuai dengan kategori penanganan dari nilai kerusakannya. Tetapi ditinjau dari segi ekonomi belum tentu dengan nilai kerusakan yang tinggi biaya untuk penanganan dan keuntungan yang didapat dari hasil penanganan mempunyai nilai kelayakan untuk diprioritaskan terlebih dahulu. Ditinjau dari Klas jalan untuk memprioritaskannya, klas jalan yang utama didahulukan terlebih dahulu, juga LHRnya untuk LHR jalan yang tinggi diprioritaskan terlebih dahulu.

Karena dana yang tersedia untuk penanganan jalan di Kabupaten sangat terbatas yaitu sebesar 8,6 milyar ( sumber dari DPUK Karawang tahun 1993 ), maka perlu adanya kebijaksanaan dalam menentukan prioritas penanganan jalan. Dalam tugas akhir ini penentuan prioritas penanganan jalan berdasarkan klas jalan, kondisi jalan, lalu lintas harian rata-rata, dan nilai benefit cost ratio.

Dari hasil perhitungan yang telah dilakukan pada bab sebelumnya, maka didapatkan hasil penentuan prioritas penanganan jalan sesuai dengan klas jalan, kondisi jalan, lalu lintas harian rata-rata, dan nilai benefit cost

ratio. (tabel 5.13).

Tabel 5.13. Hasil Penentuan Prioritas Penanganan Jalan berdasarkan Klas Jalan, Kondisi Jalan, LHR, BCR.

Ruas Jalan	Prioritas	Cara Penanganan
Cikalong - Cilamaya	1	Rehabilitasi
Johar - Telagasari	2	Rehabilitasi
Rengas Dengklok - Cikangkung	3	Betterment
Telagasari - Lemah Abang	4	Rehabilitasi
Lemah Abang - Krasak	5	Rehabilitasi
Cikangkung - Pisang Sambo	6	Rehabilitasi
Cilamaya - Muara Cilamaya	7	Rehabilitasi
Kuta Gandok - Bedeng	8	Rehabilitasi
Pisang Sambo - Batu Jaya	9	Rehabilitasi
Bedeng - Karang Jati	10	Rehabilitasi
Karang Jati - Pedes	11	Betterment
Pedes - Sungai Buntu	12	Rehabilitasi
Batu Jaya - Tanah Baru	13	Rehabilitasi
Tanjung Pura - Rengas Dengklok	14	Pemeliharaan Rutin
Rengas Dengklok - Kuta Gandok	15	Pemeliharaan Rutin
Tanah Baru - Kampung Galian	16	Pemeliharaan Rutin

## BAB VI KESIMPULAN

### 6.1. Kesimpulan

Dari analisa dan perhitungan yang telah dilakukan dapat diambil kesimpulan antara lain :

1. Kerusakan permukaan jalan yang sering terjadi di lapangan adalah retak dan ambias. Apabila kerusakan tersebut tidak secepatnya ditangani maka akan menjadi lubang-lubang. Hal ini akan mengakibatkan biaya operasi kendaraan akan meningkat.
2. Nilai kerusakan jalan dan lalu lintas yang melewatinya dapat dijadikan sebagai patokan dalam menentukan prioritas penanganan jalan.
3. Dengan dana yang terbatas, maka dalam penentuan prioritas penanganan jalan, tidak semua jalan harus ditanganinya. Untuk itu perlu ditinjau dari segi ekonominya selain nilai kerusakan jalan dan lalu lintas yang melewatinya.
4. Jalan yang mempunyai nilai kerusakan tinggi belum tentu layak dilaksanakan penanganan sesuai dengan cara penanganannya. Karena layak dan tidaknya tergantung dari nilai Benefit Cost Rationya. Apabila nilai BCRnya lebih dari 1 maka penanganannya layak dilaksanakan.

5. Dari hasil perhitungan untuk jalan yang berkondisi sedang dan LHRnya lebih dari 708. Layak untuk dilaksanakan penanganan sesuai dengan cara penanganannya.
6. Hasil prioritas untuk penanganan ruas jalan yang masuk dalam lingkup studi, sesuai dengan urutan prioritasnya yaitu ruas jalan Cikalong - Cilamaya, Johar - Telagasari, Rengas Dengklok - Cikangkung, Telagasari - Lemah Abang, Lemah Abang - Krasak, Cikangkung - Pisang Sanbo, Cilamaya - Muara Cilamaya, Kuta Gandok - Bedeng, Pisang Sanbo - Batu Jaya, Bedeng - Karang Jati, Karang Jati - Pedes, Pedes - Sungai Buntu, Batu Jaya - Tanah Baru, Tanjung Pura - Rengas Dengklok. Rengas Dengklok - Kuta Gandok, Tanah Baru - Kampung Galian.



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# INVENTORY DATA FORM

Street Name : <u>TAHITUNG PURA</u>		Section No. : <u>1</u>		DISTRESS POINTS		
From <u>TAHITUNG PURA</u> To <u>BANGAL DATANGLOK</u>				PAYEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	
		5 <input type="checkbox"/>	6 <input type="checkbox"/>	7 <input type="checkbox"/>	8 <input type="checkbox"/>	
CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
	0	5	8	15	24	> 7.5 cm. in depth
	0-1%	1	2	5	8	2.5 - 7.5 cm
RAVELING/WEATHERING	0	1	2	5	8	12.5 cm in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	5	8	15	24	Highly raveled/rough
ALLIGATOR CRACKING	0	1	2	5	8	Good small holes/cracks
	0-1%	1-10%	10-30%	30-60%	>60%	Minor lines
	0	5	8	15	24	AREA
PROFILE DISTORTION	0	1	2	5	8	Spalled and loose
	0-1%	1-10%	10-30%	30-60%	>60%	Spalled and light
	0	5	8	15	24	Half line
BLOCK CRACKING	0	1	2	5	8	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	With cracks & holes
	0	5	8	15	24	With cracking
TRANSVERSE CRACKING	0	1	2	5	8	Plastic heaving
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	5	8	15	24	> 1 cm. spalled
LONGITUDINAL CRACKING	0	1	2	5	8	0.5 - 1 cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	> 0.5 cm. or spalled
	0	5	8	15	24	LENGTH
PUTTING	0	1	2	5	8	> 2.5 cm spalled full
	0-1%	1-10%	10-30%	30-60%	>60%	0.5-2.5 cm spalled half
	0	5	8	15	24	> 0.5 cm. spalled part
EXCESS ASPHALT	0	1	2	5	8	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	> 2.5 cm. spalled
	0	5	8	15	24	0.5-2.5 cm. spalled
BITUMINOUS PATCHING	0	1	2	5	8	> 0.5 cm. or spalled
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	5	8	15	24	> 2.5 cm. in depth
EDGE DETERIORATION	0	1	2	5	8	1.5 - 2.5 cm
	0-1%	1-10%	10-30%	30-60%	>60%	1.5 cm in depth
	0	5	8	15	24	AREA
DRAINAGE	0	1	2	5	8	Cracks within edge
	0-1%	1-10%	10-30%	30-60%	>60%	Wheel track smooth
	0	5	8	15	24	Some small patches
PAYEMENT SURFACE RETENTION	0	1	2	5	8	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	Poor condition
	0	5	8	15	24	Fair condition
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	0	1	2	5	8	Good condition
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	5	8	15	24	Edge loose/missing
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	0	1	2	5	8	Cracked edge loose
	0-1%	1-10%	10-30%	30-60%	>60%	Cracked edge intact
	0	5	8	15	24	Percent of Water retained on surface
REMARK :	0	1	2	5	8	Water may drain easily from pavement surface
	0-1%	1-10%	10-30%	30-60%	>60%	GOOD
	0	5	8	15	24	MODERATE
	0	1	2	5	8	POOR
	0-1%	1-10%	10-30%	30-60%	>60%	VERY POOR
	0	5	8	15	24	ALWAYS

## INVENTORY DATA FORM

Street name : <u>                    </u>		Section No. : <u>2</u>		DISTRESS POINTS	
From <u>JANBAK PETA</u> To <u>KENCOR DEKAY</u>				PAVEMENT	DRAINAGE
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>
		5 <input type="checkbox"/>	6 <input type="checkbox"/>	7 <input type="checkbox"/>	8 <input type="checkbox"/>
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## INVENTORY DATA FORM

Street name : <u>TANJUNG RUMAH</u>		Section No. : <u>2</u>		DISTRESS POINTS		
From <u>TANJUNG RUMAH</u> To <u>KEMAS DEMOKRAT</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/>		<u>13.3</u>		
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7.5 cm. in depth
	0	2	4	10	18	2.5 - 7.5 cm.
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
	0	2	4	10	18	Some small hole/pit
ALIGNMENT CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
	0	2	4	10	18	Spalled and tight
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
	0	2	4	10	18	With cracking
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Plastic movement
	0	2	4	10	18	
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 cm. spalling
	0	2	4	10	18	0.5 - 1 cm. spalled
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	< 0.5 cm. or sealed
	0	2	4	10	18	> 2.5 cm. spalled full
PUTTING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	0.5 - 2.5 cm. spalled half
	0	2	4	10	18	< 0.5 cm. sealed part
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible over
	0	2	4	10	18	Wheel track smooth
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Good condition
	0	2	4	10	18	Fair condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	Edge loose/missing
	0	2	4	10	18	Cracked edge jagged
DRAINAGE						
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
0		1	3	8	12	
0		Water may drain easily from pavement surface				
CONDITION OF GUTTER AND DRAINAGE CHANNEL ON SIDE DITCH		GOOD	MODERATE	POOR	VERTIFLOW	
0		3	8	12	9	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN		NEVER	RARELY	OCCASIONALLY	ALWAYS	
0		8	12	24		
REMARK :						

# INVENTORY DATA FORM

Street name : <u>BURA</u> To <u>BENGALURU</u>		Section No. : <u>4</u>		DISTRESS POINTS	
From <u>TANJORE</u>		To <u>BENGALURU</u>		PAVEMENT	DRAINAGE
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>
		5 <input type="checkbox"/>	6 <input type="checkbox"/>	7 <input type="checkbox"/>	8 <input type="checkbox"/>
CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
RAVELING/WEATHERING	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
ALLIGATOR CRACKING	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
PROFILE DISTORTION	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
BLOCK CRACKING	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
TRANSVERSE CRACKING	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
LONGITUDINAL CRACKING	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
RUTTING	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
EXCESS ASPHALT	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
BITUMINOUS PATCHING	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
EDGE DETERIORATION	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
Water may drain easily from pavement surface					
CONDITION OF GUTTER AND DRAINS CHANNELED ON SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	
REMARK :					

# INVENTORY DATA FORM

Street name: <u>TANTUNG PUKA</u> Section No.: <u>5</u>		DISTRESS POINTS PAVEMENT <u>19,6</u> DRAINAGE <u>    </u>			
From <u>TANTUNG PUKA</u> To <u>KENGAS DEWELOR</u>					
Riding Quality: 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/>					
CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%
	0	3	8	15	24
	1	2	4	10	18
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
	1	2	4	10	18
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
	1	2	4	10	18
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
	1	2	4	10	18
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
	1	2	4	10	18
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
	1	2	4	10	18
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
	1	2	4	10	18
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
	1	2	4	10	18
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
	1	2	4	10	18
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
	1	2	4	10	18
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
	1	2	4	10	18
DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	8	12	
Water may drain easily from pavement surface					
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	
REMARKS:					

## INVENTORY DATA FORM

Street name : <u>LAUREL BLVD</u>		Section No. : <u>2</u>		DISTRESS POINTS		
From <u>LAUREL BLVD</u> To <u>WENDELL PARK</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
				16.6		
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7.5 cm. in depth
		2	4	10	18	2.5 - 7.5 cm.
	0	1	2	5	8	> 12.5 cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	18	Some small holes/pits
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	18	Spalled and tight
	0	1	2	5	8	Half line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	18	With cracking
	0	1	2	5	8	Plastic warping
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 cm. spalled
		2	4	10	18	0.5 - 1 cm. spalled
	0	1	2	5	8	> 0.5 cm. or spalled
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 3.5 cm. spalled full
		2	4	10	18	0.5 - 3.5 cm. spalled half
	0	1	2	5	8	> 0.5 cm. spalled part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7.5 cm. spalled
		2	4	10	18	0.5 - 7.5 cm. spalled
	0	1	2	5	8	> 0.5 cm. or spalled
PUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2.5 cm. in depth
		2	4	10	18	1.5 - 2.5 cm.
	0	1	2	5	8	1.5 cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible over
		2	4	10	18	Wheel track smooth
	0	1	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	18	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	18	Cracked edge loaded
	0	1	2	5	8	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
		1	3	6	12	
0		Water may drain easily from pavement surface				
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH		GOOD	MODERATE	POOR	VERTICULAR	
		0	3	6	9	
OCCURRENCE OF FLOODING BY WATER AFTER RAIN		NEVER	RARELY	OCCASIONALLY	ALWAYS	
		0	3	12	24	
REMARK :						

# INVENTORY DATA FORM

Street name : <u>JANTUNG RUA</u> To <u>PERANG DENGKLOK</u> Section No. <u>7</u>		DISTRESS POINTS PAVEMENT <u>13.4</u> DRAINAGE <u>      </u>			
Riding Quality 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/>					
CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
PAVELING/WEATHERING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
ALLIGATOR CRACKING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
PROFILE DISTORTION	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
BLOCK CRACKING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
TRANSVERSE CRACKING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
LONGITUDINAL CRACKING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
RUTTING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
EXCESS ASPHALT	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
BITUMINOUS PATCHING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
EDGE DETERIORATION	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
Water pay drain easily from pavement surface					
CONDITION OF GUTTER AND DRAINS CHANNED OR SIDE DITCH	GOOD	MODERATE		POOR	VERY POOR
	0	3		6	9
OCCURRENCE OF IRRIGATION BY WATER AFTER RAIN	NEVER	RARELY		OCCASIONALLY	ALWAYS
	0	6		12	24

REMARK :



# INVENTORY DATA FORM

Street Name : <u>TANTUNG</u>		Section No. : <u>2</u>		DISTRESS POINTS		
From <u>PURA</u> To <u>PENGAS DEHEKLOK</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	
				12.9		
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	1.5 Cm. in depth
	0	2	1	10	18	2.5 - 7.5 Cm.
	0-1%	1	2	5	8	12.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
	0	2	4	10	18	from small hole/cracks
	0-1%	1	2	5	8	Minor loose
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
	0	2	4	10	18	Spalled and tight
	0-1%	1	2	5	8	Half line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
	0	2	4	10	18	With cracking
	0-1%	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 Cm. spalled
	0	2	4	10	18	0.5 - 1 Cm. spalled
	0-1%	1	2	5	8	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2.5 Cm. spalled, full
	0	2	4	10	18	0.5 - 2.5 Cm. spalled, half
	0-1%	1	2	5	8	< 0.5 Cm. sealed, part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 2.5 Cm. spalled
	0	2	4	10	18	0.5 - 2.5 Cm. spalled
	0-1%	1	2	5	8	< 0.5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2.5 Cm. in depth
	0	2	4	10	18	1.5 - 2.5 Cm.
	0-1%	1	2	5	8	1.5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible edge
	0	2	4	10	18	Wheel track smooth
	0-1%	1	2	5	8	Area small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
	0	2	4	10	18	Fair condition
	0-1%	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	Edge loose/missing
	0	2	4	10	18	Cracked edge jagged
	0-1%	1	2	5	8	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
0		1	3	8	12	
0		Water may drain easily from pavement surface				
CONDITION OF GUTTER AND DRAIN CHANNEL OR SIDE DITCH		GOOD	MODERATE	POOR	VERY POOR	
0		3	6	9		
OCCURRENCE OF FLOODING BY WATER AFTER RAIN		NEVER	RARELY	OCCASIONALLY	ALWAYS	
0		6	12	24		
REMARK :						

# INVENTORY DATA FORM

Street name : <u>TANJUNG PULAU</u> To <u>REBAS DENGKLOK</u>		Section No. : <u>9</u>		DISTRESS POINTS PAVEMENT <u>15.1</u> GRAINAGE		
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 7.5 cm. in depth
	1	2	4	10	18	2.5 - 7.5 cm
	2	1	2	5	8	> 2.5 cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Highly pitted/rough
	1	2	4	10	18	Some small holes/cracks
	2	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Spalled and loose
	1	2	4	10	18	Spalled and light
	2	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	With cracks & holes
	1	2	4	10	18	With cracking
	2	1	2	5	8	Plastic waving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 1 cm. spalled
	1	2	4	10	18	0.5 - 1 cm. spalled
	2	1	2	5	8	< 0.5 cm. or spalled
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	> 2.5 cm. spalled full
	1	2	4	10	18	0.5 - 2.5 cm. spalled half
	2	1	2	5	8	< 0.5 cm. spalled part
LONGITUDINAL CRACK	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 2.5 cm. spalled
	1	2	4	10	18	0.5 - 2.5 cm. spalled
	2	1	2	5	8	< 0.5 cm. or spalled
PUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	> 2.5 cm. in depth
	1	2	4	10	18	1.5 - 2.5 cm
	2	1	2	5	8	< 1.5 cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Little visible edge
	1	2	4	10	18	Wheel track smooth
	2	1	2	5	8	Loose small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Poor condition
	1	2	4	10	18	Fair condition
	2	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	Edge loose/sloping
	1	2	4	10	18	Cracked edge jagged
	2	1	2	5	8	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
0		1	3	8	12	
0		Water may drain easily from pavement surface				
CONDITION OF CUTTER AND DRAINS CHANNEL OR SIDE DITCH		GOOD	MODERATE	POOR	VERY POOR	
0		3	8	9		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN		NEVER	RARELY	OCCASIONALLY	ALWAYS	
0		8	12	24		
REMARK :						

# INVENTORY DATA FORM

Street name: <u>TAHITI</u>		Section No.: <u>20</u>		DISTRESS POINTS		
From <u>TAHITI</u> To <u>TAHITI</u>		Pavement <u>Asphalt</u>		Drainage <u>12,6</u>		
Riding Quality <u>1</u> <u>2</u> <u>3</u> <u>4</u> <u>5</u>						
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	> 7.5 cm. in depth 2.5 - 7.5 cm. < 2.5 cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Highly pitted/rough Some small holes/pit Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Spalled and loose Spalled and slight Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	With cracks & holes With cracking Plastic heaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	> 1 cm. spalled 0.5 - 1 cm. spalled < 0.5 cm. or spalled
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	4	> 2.5 cm. spalled full 0.5 - 2.5 cm. spalled half < 0.5 cm. spalled part
LONGITUDINAL CRACK	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	> 2.5 cm. spalled 0.5 - 2.5 cm. spalled < 0.5 cm. or spalled
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	4	> 2.5 cm. in depth 1.5 - 2.5 cm. 1.5 cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Little visible edge Wheel track smooth Normal small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Poor condition Fair condition Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	4	Edge loose/missing Cracked edge jagged Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	1	3	6	12		
CONDITION OF GUTTER AND DRAINS CHANNEL ON SIDE DITCH	Water may drain easily from pavement surface					
	GOOD	MODERATE	POOR	VERY POOR		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN						
	NEVER	RARELY	OCCASIONALLY	ALWAYS		
REMARK :						

## INVENTORY DATA FORM

Street name : <u>                    </u>		Section No. : <u>11</u>		DISTRESS POINTS	
From <u>TANTON RD</u>		To <u>ROANOK AVENUE</u>		PAVEMENT	DETAILED
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>
CONDITION		EXTENT			
		SEVERITY			
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%
	0	3	8	15	24
	0-1%	1	2	5	8
RAVELING/WEATHERING	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
ALLIGATOR CRACKING	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
PROFILE DISTORTION	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
BLOCK CRACKING	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
TRANSVERSE CRACKING	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
LONGITUDINAL CRACKING	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
PUTTING	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
EXCESS ASPHALT	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
BITUMINOUS PATCHING	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
EDGE DETERIORATION	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
DRAINAGE					
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%
0		1	3	8	12
		Percent of Water retained on surface			
CONDITION OF CUTTER AND DRAINS CHANNEL OR SIDE DITCH		GOOD	MODERATE	POOR	VERY POOR
0		3	8	12	24
OCCURRENCE OF FLOODING BY WATER AFTER RAIN		NEVER	RARELY	OCCASIONALLY	ALWAYS
0		6	12	24	24
REMARK :					

## INVENTORY DATA FORM

Street name : <u>PAVING PLAZA</u>		Section No. : <u>72</u>		DISTRESS POINTS		
From <u>PAVING PLAZA</u> To <u>RENOVO PARKING</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/>		<u>13</u>		
CONDITION	EXTENT					SEVERITY
POTHOLES	None	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1.5 Cm. in depth
		2	4	10	18	2.5 - 1.5 Cm.
	0	1	2	5	8	< 2.5 Cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
RAVELING/WEATHERING		3	8	15	24	Highly pitted/rough
		2	4	10	18	Some small hole/rill
	0	1	2	5	8	Minor loose
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Scalloped and loose
ALLIGATOR CRACKING		2	4	10	18	Scalloped and slight
	0	1	2	5	8	Half line
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
		2	4	10	18	With cracking
PROFILE DISTORTION	0	1	2	5	8	Plastic weaving
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 Cm. spalled
		2	4	10	18	0.5 - 1 Cm. spalled
	0	1	2	5	8	< 0.5 Cm. or sealed
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 5cm spalled full
		2	4	10	18	0.5-2.5 spalled half
	0	1	2	5	8	< 0.5cm. sealed, dark
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
TRANSVERSE CRACKING		3	8	15	24	> 2.5 Cm. spalled
		2	4	10	18	0.5-2.5 Cm. spalled
	0	1	2	5	8	< 0.5 Cm. or sealed
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2.5 Cm. in depth
LONGITUDINAL CRACKING		2	4	10	18	1.5 - 2.5 Cm.
	0	1	2	5	8	1.5 Cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible wear
		2	4	10	18	Wheel track smooth
RUTTING	0	1	2	5	8	Worn small patches
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
		2	4	10	18	Fair condition
	0	1	2	5	8	Good condition
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	Edge loose/missing
		2	4	10	18	Cracked edge leaked
	0	1	2	5	8	Cracked edge intact
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
BITUMINOUS PATCHING		3	8	15	24	Percent of water retained on surface
		2	4	10	18	Water may drain easily from pavement surface
	0	1	2	5	8	GOOD
	0-1%	1-10%	10-30%	30-60%	>60%	MODERATE
		3	8	15	24	POOR
EDGE DETERIORATION		2	4	10	18	VERY POOR
	0	1	2	5	8	
	0-1%	1-10%	10-30%	30-60%	>60%	
		3	8	15	24	
		2	4	10	18	
DRAINAGE		3	8	15	24	
	0	1	2	5	8	
	0-1%	1-10%	10-30%	30-60%	>60%	
		3	8	15	24	
		2	4	10	18	
PAVEMENT SURFACE RETENTION		3	8	15	24	
	0	1	2	5	8	
	0-1%	1-10%	10-30%	30-60%	>60%	
		3	8	15	24	
		2	4	10	18	
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH		3	8	15	24	
	0	1	2	5	8	
	0-1%	1-10%	10-30%	30-60%	>60%	
		3	8	15	24	
		2	4	10	18	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN		3	8	15	24	
	0	1	2	5	8	
	0-1%	1-10%	10-30%	30-60%	>60%	
		3	8	15	24	
		2	4	10	18	

REMARK :

# INVENTORY DATA FORM

Street name: <u>TANJUN PUKA</u>		Section No. <u>1</u> <u>25</u>		DISTRESS POINTS	
From <u>TANJUN PUKA</u> To <u>KENGAS DENGKLOK</u>		PAVEMENT		DRAINAGE	
Riding Quality 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/>		<u>3.4</u>		<input type="checkbox"/>	

CONDITION	EXTENT					SEVERITY
POTHOLES	None	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 2.5 cm in depth
		2	4	10	16	2.5 - 2.5 cm
	0-1%	1	2	5	8	< 2.5 cm in depth
		1	2	5	8	AREA
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
		2	4	10	16	Some small holes/pit
	0-1%	1	2	5	8	Minor loss
		1	2	5	8	AREA
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
		2	4	10	16	Spalled and slight
	0-1%	1	2	5	8	Half line
		1	2	5	8	AREA
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
		2	4	10	16	With cracking
	0-1%	1	2	5	8	Plastic warping
		1	2	5	8	AREA
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 cm spalled
		2	4	10	16	0.5 - 1 cm spalled
	0-1%	1	2	5	8	< 0.5 cm or spalled
		1	2	5	8	LENGTH
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 2.5 cm spalled full
		2	4	10	16	0.5 - 2.5 cm spalled half
	0-1%	1	2	5	8	< 0.5 cm spalled part
		1	2	5	8	LENGTH
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 2.5 cm spalled
		2	4	10	16	0.5 - 2.5 cm spalled
	0-1%	1	2	5	8	< 0.5 cm or spalled
		1	2	5	8	LENGTH
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 2.5 cm in depth
		2	4	10	16	1.5 - 2.5 cm
	0-1%	1	2	5	8	< 1.5 cm in depth
		1	2	5	8	AREA
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible edge
		2	4	10	16	Wheel track smooth
	0-1%	1	2	5	8	Some small patches
		1	2	5	8	AREA
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
		2	4	10	16	Fair condition
	0-1%	1	2	5	8	Good condition
		1	2	5	8	LENGTH
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0-1%	1	2	5	8	Cracked edge intact
		1	2	5	8	AREA
DRAINAGE						
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
0		1	3	8	12	
0		Water may drain easily from pavement surface				
CONDITION OF CUTTER AND DRAINS CHANNEL OR SIDE DITCH		GOOD	MODERATE	POOR	VERY POOR	
0		3	8	9		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN		NEVER	RARELY	OCCASIONALLY	ALWAYS	
0		8	12	24		
REMARKS :						

## INVENTORY DATA FORM

Street Name : <u>TAH. JAYA RUPA</u>		Section No. : <u>40</u>		DISTRESS POINTS		
From <u>TAH. JAYA RUPA</u> To <u>BENGAS DEKELON</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
				72.9		

CONDITION	EXTENT					SEVERITY
POTHOLES	None	0-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	1.5 cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	2.5 - 7.5 cm. in depth
RAVELING/WEATHERING	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	Highly raveled/rough
	0	1	2	3	4	Does small hole/cracks
ALLIGATOR CRACKING	0	1	2	3	4	Minor loss
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Spalled and loose
PROFILE DISTORTION	0	1	2	3	4	Spalled and tight
	0-1%	1-10%	10-30%	30-60%	>60%	Half line
	0	1	2	3	4	AREA
BLOCK CRACKING	0	1	2	3	4	With cracks & holes
	0-1%	1-10%	10-30%	30-60%	>60%	With cracking
	0	1	2	3	4	Plastic weaving
TRANSVERSE CRACKING	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	1 cm. spalled
	0	1	2	3	4	0.5 - 1 cm. spalled
LONGITUDINAL CRACKING	0	1	2	3	4	< 0.5 cm. or sealed
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	4	2.5 cm. spalled full
RUTTING	0	1	2	3	4	0.5 - 2.5 cm. spalled half
	0-1%	1-10%	10-30%	30-60%	>60%	2.5 cm. or sealed part
	0	1	2	3	4	AREA
EXCESS ASPHALT	0	1	2	3	4	2.5 cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	0.5 - 2.5 cm. spalled
	0	1	2	3	4	10.5 cm. or sealed
BITUMINOUS PATCHING	0	1	2	3	4	LENGTH
	0-1%	1-10%	10-30%	30-60%	>60%	2.5 cm. in depth
	0	1	2	3	4	1.5 - 2.5 cm.
EDGE DETERIORATION	0	1	2	3	4	1.5 cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Little visible over
DRAINAGE	0	1	2	3	4	Wheel track smooth
	0-1%	1-10%	10-30%	30-60%	>60%	Does small patches
	0	1	2	3	4	AREA
PAVEMENT SURFACE RETENTION	0	1	2	3	4	Good condition
	0-1%	1-10%	10-30%	30-60%	>60%	Fair condition
	0	1	2	3	4	Good condition
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	0	1	2	3	4	LENGTH
	0-1%	1-10%	10-30%	30-60%	>60%	Edges loose/missing
	0	1	2	3	4	Cracked edge jagged
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	0	1	2	3	4	Cracked edge intact
	0-1%	1-10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	0	1	2	3	4	Water may drain easily from pavement surface
REMARK :	GOOD	MODERATE	POOR	VERY POOR		
	0	3	8	9		
	NEVER	RARELY	OCCASIONALLY	ALWAYS		
0	8	12	24			

## INVENTORY DATA FORM

Street name : [ ] Section No. : [79]						DISTRESS POINTS	
From [TANJUNG BURA] To [BONGAS/ENABUK]						PAVEMENT	DRAINAGE
Riding Quality	1	2	3	4	5	[10.6]	
<b>CONDITION</b>	<b>EXTENT</b>					<b>SEVERITY</b>	
<b>POTHOLS</b>	NONE	0-10%	10-30%	30-60%	>60%	AREA	
		3	8	15	24	> 7.5 cm in depth	
		2	4	10	18	2.5 - 7.5 cm	
	0 ✓	1	2	5	8	2.5 cm in depth	
<b>RAVELING/WEATHERING</b>	0-1%	1-10%	10-30%	30-60%	>60%	AREA	
		3	8	15	24	Highly pitted/rough	
		2	4	10	18	Some small holes/cracks	
	0	1 ✓	2	5	8	Minor loss	
<b>ALLIGATOR CRACKING</b>	0-1%	1-10%	10-30%	30-60%	>60%	AREA	
		3	8	15	24	Spalled and loose	
		2	4	10	18	Spalled and slight	
	0	1	2 ✓	5	8	Hair line	
<b>PROFILE DISTORTION</b>	0-1%	1-10%	10-30%	30-60%	>60%	AREA	
		3	8	15	24	With cracks & holes	
		2	4	10	18	With cracking	
	0	1	2 ✓	5	8	Plastic warping	
<b>BLOCK CRACKING</b>	0-1%	1-10%	10-30%	30-60%	>60%	AREA	
		3	8	15	24	> 1 cm spalling	
		2	4	10	18	0.5 - 1 cm spalling	
	0	1	2 ✓	5	8	< 0.5 cm or sealed	
<b>TRANSVERSE CRACKING</b>	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH	
		3	8	15	24	> 2.5 cm spalled full	
		2	4	10	18	0.5 - 2.5 cm spalled half	
	0	1 ✓	2	5	8	< 0.5 cm or sealed	
<b>LONGITUDINAL CRACKING</b>	0-1%	1-10%	10-30%	30-60%	>60%	AREA	
		3	8	15	24	> 2.5 cm spalled	
		2	4	10	18	0.5 - 2.5 cm spalled	
	0	1	2 ✓	5	8	< 0.5 cm or sealed	
<b>RUTTING</b>	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH	
		3	8	15	24	> 2.5 cm in depth	
		2	4	10	18	1.5 - 2.5 cm	
	0	1 ✓	2	5	8	1.5 cm in depth	
<b>EXCESS ASPHALT</b>	0-1%	1-10%	10-30%	30-60%	>60%	AREA	
		3	8	15	24	Little visible over	
		2	4	10	18	Minimal track smooth	
	0	1	2 ✓	5	8	Some small patches	
<b>BITUMINOUS PATCHING</b>	0-1%	1-10%	10-30%	30-60%	>60%	AREA	
		3	8	15	24	Poor condition	
		2	4	10	18	Fair condition	
	0 ✓	1	2	5	8	Good condition	
<b>EDGE DETERIORATION</b>	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH	
		3	8	15	24	Edge loose/missing	
		2	4	10	18	Cracked edge jagged	
	0	1	2 ✓	5	8	Cracked edge intact	
<b>PAVEMENT SURFACE RETENTION</b>		<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	0	1	3	8	12		
<b>CONDITION OF CUTTER AND DRAIN CHANNEL OR SIDE DITCH</b>		Water may drain easily from pavement surface					
	0	GOOD	Moderate	POOR	VERY POOR		
<b>OCCURRENCE OF INUNDATION BY WATER AFTER RAIN</b>		NEVER		RARELY	OCCASIONALLY	ALWAYS	
	0	0	8	12	24		
<b>REMARK :</b>							



## INVENTORY DATA FORM

Street name : <u>INDUNG PURA</u>		Section No. : <u>70</u>		DISTRESS POINTS	
From <u>INDUNG PURA</u> To <u>BERGAS PENGLING</u>				PAVEMENT	GRAVITY
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>
		5 <input type="checkbox"/>		14.3	
CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	60%
	0	3	8	15	24
	0-1%	1	2	10	18
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	60%
	0	3	8	15	24
	0-1%	1	2	10	18
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	60%
	0	3	8	15	24
	0-1%	1	2	10	18
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	60%
	0	3	8	15	24
	0-1%	1	2	10	18
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	60%
	0	3	8	15	24
	0-1%	1	2	10	18
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	60%
	0	3	8	15	24
	0-1%	1	2	10	18
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	60%
	0	3	8	15	24
	0-1%	1	2	10	18
RUTTING	0-1%	1-10%	10-30%	30-60%	60%
	0	3	8	15	24
	0-1%	1	2	10	18
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	60%
	0	3	8	15	24
	0-1%	1	2	10	18
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	60%
	0	3	8	15	24
	0-1%	1	2	10	18
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	60%
	0	3	8	15	24
	0-1%	1	2	10	18
DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	8	12	
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	0	Water may drain easily from pavement surface			
	0	GOOD	MODERATE	POOR	VERY POOR
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	0	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	0	8	12	24
REMARK :					

# INVENTORY DATA FORM

Street name : <u>TANTUNG RUA</u>		Section No. : <u>17</u>		DISTRESS POINTS PAVEMENT <u>32</u> DRAINAGE		
Rising Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
CONDITION	EXTENT					SEVERITY
PITHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 7.5 Cm. in depth
	0-1%	1	2	5	8	2.5 - 7.5 Cm. in depth
RAVELING/WEATHERING	0	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Highly pitted/rough
	0-1%	1	2	5	8	fine small hole/cracks
ALLIGATOR CRACKING	0	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Spalled and loose
	0-1%	1	2	5	8	Spalled and slight
PROFILE DISTORTION	0	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Half line
	0-1%	1	2	5	8	AREA
BLOCK CRACKING	0	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	With cracks & holes
	0-1%	1	2	5	8	With cracking
TRANSVERSE CRACKING	0	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	> 2.5 Cm. spalled, full
	0-1%	1	2	5	8	> 2.5 Cm. spalled, half
LONGITUDINAL CRACKING	0	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 2.5 Cm. spalled
	0-1%	1	2	5	8	> 2.5 Cm. spalled
RUTTING	0	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	> 2.5 Cm. in depth
	0-1%	1	2	5	8	> 2.5 Cm. in depth
EXCESS ASPHALT	0	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Little visible edge
	0-1%	1	2	5	8	Wheel track smooth
BITUMINOUS PATCHING	0	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Poor condition
	0-1%	1	2	5	8	Fair condition
EDGE DETERIORATION	0	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	Edge loose/missing
	0-1%	1	2	5	8	Cracked edge loose
DRAINAGE						
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
0		1	3	8	12	
0		Water may drain easily from pavement surface				
CONDITION OF DITCH AND DRAIN CHANNEL OR SIDE DITCH	GOOD	MODERATE		POOR		VERTICAL
	0	3		6		8
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY		OCCASIONALLY		ALWAYS
	0	6		12		24
REMARK :						

## INVENTORY DATA FORM

Street name : From <u>TANJUNG PERAK</u> To <u>SEKELONG DEH KULING</u>		Reaction No. : <u>(12)</u>		DISTRESS POINTS PAVEMENT <u>13.2</u> DRAINAGE <u>      </u>		
Riding Quality		1	2	3	4	5
CONDITION	EXTENT					SEVERITY
POTHOLES	None	0-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 1.5 cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	> 2.5 - 1.5 cm. > 2.5 cm. in depth
PAVELING/WEATHERING	0	3	8	15	24	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	Highly pitted/rough
	0	3	8	15	24	Some small hole/pit
ALLIGATOR CRACKING	0	3	8	15	24	Minor loose
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Spalled and loose
PROFILE DISTORTION	0	3	8	15	24	Spalled and light
	0-1%	1-10%	10-30%	30-60%	>60%	Half line
	0	3	8	15	24	AREA
BLOCK CRACKING	0	3	8	15	24	With cracks & holes
	0-1%	1-10%	10-30%	30-60%	>60%	With cracking
	0	3	8	15	24	Plastic weaving
TRANSVERSE CRACKING	0	3	8	15	24	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	> 1 cm. spalled
	0	3	8	15	24	> 0.5 - 1 cm. spalled
LONGITUDINAL CRACKING	0	3	8	15	24	> 0.5 cm. or sealed
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	> 1.5 cm. sealed full
RUTTING	0	3	8	15	24	> 0.5 - 2.5 cm. sealed
	0-1%	1-10%	10-30%	30-60%	>60%	> 0.5 cm. or sealed
	0	3	8	15	24	LENGTH
EXCESS ASPHALT	0	3	8	15	24	> 2.5 cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	> 1.5 - 2.5 cm.
	0	3	8	15	24	> 1.5 cm. in depth
BITUMINOUS PATCHING	0	3	8	15	24	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	Little visible rgr
	0	3	8	15	24	Wheel track smooth
EDGE DETERIORATION	0	3	8	15	24	Some small patches
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Poor condition
DRAINAGE	0	3	8	15	24	Fair condition
	0-1%	1-10%	10-30%	30-60%	>60%	Good condition
	0	3	8	15	24	LENGTH
PAVEMENT SURFACE RETENTION	0	3	8	15	24	Edge loose/blowing
	0-1%	1-10%	10-30%	30-60%	>60%	Cracked edge sealed
	0	3	8	15	24	Cracked edge intact
CONDITION OF CUTTER AND DRAINS CHANNEL OR SIDE DITCH	0	3	8	15	24	Percent of Water retained on surface
	0-1%	1-10%	10-30%	30-60%	>60%	Water may drain easily from pavement surface
	0	3	8	15	24	GOOD
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	0	3	8	15	24	MODERATE
	0-1%	1-10%	10-30%	30-60%	>60%	POOR
	0	3	8	15	24	VERY POOR
REMARK :	0	3	8	15	24	NEVER
	0-1%	1-10%	10-30%	30-60%	>60%	HARDLY
	0	3	8	15	24	OCCASIONALLY
	0	3	8	15	24	ALWAYS
	0-1%	1-10%	10-30%	30-60%	>60%	
	0	3	8	15	24	

## INVENTORY DATA FORM

Street name : <u>                    </u>		Section No. : <u>(75)</u>		DISTRESS POINTS		
From <u>PAITVALE</u> <u>AKBA</u> To <u>KENGA DENGLON</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
CONDITION		EXTENT				SEVERITY
POTHOLES		None	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4	5
	0-1%	1-10%	10-30%	30-60%	>60%	AREA 1.5 cm in depth 2.5 - 7.5 cm 2.5 cm in depth
RAVELING/WEATHERING		0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4	5
	0-1%	1-10%	10-30%	30-60%	>60%	AREA Highly pitted/rough Good small hole/fit Minor loss
ALLIGATOR CRACKING		0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4	5
	0-1%	1-10%	10-30%	30-60%	>60%	AREA Spalled and loose Spalled and tight Hair line
PROFILE DISTORTION		0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4	5
	0-1%	1-10%	10-30%	30-60%	>60%	AREA With cracks & holes With cracking Plastic heaving
BLOCK CRACKING		0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4	5
	0-1%	1-10%	10-30%	30-60%	>60%	AREA 1 cm spalled 0.5 - 1 cm spalled 0.5 cm or sealed LENGTH
TRANSVERSE CRACKING		0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4	5
	0-1%	1-10%	10-30%	30-60%	>60%	AREA 2.5 cm spalled full 0.5-2.5 cm spalled half 0.5 cm sealed part
LONGITUDINAL CRACK		0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4	5
	0-1%	1-10%	10-30%	30-60%	>60%	AREA 2.5 cm spalled 0.5-2.5 cm spalled 0.5 cm or sealed LENGTH
PUTTING		0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4	5
	0-1%	1-10%	10-30%	30-60%	>60%	AREA 2.5 cm in depth 1.5 - 2.5 cm 1.5 cm in depth
EXCESS ASPHALT		0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4	5
	0-1%	1-10%	10-30%	30-60%	>60%	AREA Little visible edge Wheel track smooth Horse seal patches
BITUMINOUS PATCHING		0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4	5
	0-1%	1-10%	10-30%	30-60%	>60%	AREA Poor condition Fair condition Good condition
EDGE DETERIORATION		0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4	5
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH Edge loose/missing Cracked edge jagged Cracked edge intact
DRAINAGE		0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4	5
PAVEMENT SURFACE RETENTION		0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4	5
CONDITION OF GUTTER AND DRAINS CHANNEL ON SIDE DITCH		0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4	5
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN		0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4	5
REMARK :						

## INVENTORY DATA FORM

Street name : <u>TAMJUNG DUA</u>		Section No. : <u>23</u>		DISTRESS POINTS	
From <u>TAMJUNG DUA</u> To <u>RENGAS DENDUNG</u>				PAVEMENT	DRAINAGE
Riding Quality : <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5				<u>11.9</u>	
CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%
		3	4	15	24
		2	1	10	18
	0	1 ✓	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
	3	4	15	24	AREA
	2	1	10	18	> 7.5 Cm. in depth
	0	1 ✓	2	5	2.5 - 7.5 Cm
	0-1%	1-10%	10-30%	30-60%	>60%
	3	4	15	24	AREA
	2	1	10	18	Highly pitted/rough
	0	1 ✓	2	5	Good small holes/cracks
	0-1%	1-10%	10-30%	30-60%	>60%
	3	4	15	24	Minor holes
	2	1	10	18	AREA
	0	1 ✓	2	5	Spalled and loose
	0-1%	1-10%	10-30%	30-60%	>60%
	3	4	15	24	Spalled and light
	2	1	10	18	hair line
	0	1 ✓	2	5	AREA
	0-1%	1-10%	10-30%	30-60%	>60%
	3	4	15	24	With cracks & holes
	2	1	10	18	With cracking
	0	1 ✓	2	5	Plastic heaving
	0-1%	1-10%	10-30%	30-60%	>60%
	3	4	15	24	AREA
	2	1	10	18	> 1 Cm. spalled
	0	1 ✓	2	5	0.5 - 1 Cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%
	3	4	15	24	> 0.5 Cm. or spalled
	2	1	10	18	LENGTH
	0	1 ✓	2	5	> 5 Cm. spalled full
	0-1%	1-10%	10-30%	30-60%	>60%
	3	4	15	24	0.5-2.5 spalled half
	2	1	10	18	< 0.5 Cm. spalled part
	0	1 ✓	2	5	AREA
	0-1%	1-10%	10-30%	30-60%	>60%
	3	4	15	24	> 2.5 Cm. spalled
	2	1	10	18	0.5-2.5 Cm. spalling
	0	1 ✓	2	5	< 0.5 Cm. or spalled
	0-1%	1-10%	10-30%	30-60%	>60%
	3	4	15	24	LENGTH
	2	1	10	18	> 2.5 Cm. in depth
	0	1 ✓	2	5	1.5 - 2.5 Cm.
	0-1%	1-10%	10-30%	30-60%	>60%
	3	4	15	24	1.5 Cm. in depth
	2	1	10	18	AREA
	0	1 ✓	2	5	Little visible after
	0-1%	1-10%	10-30%	30-60%	>60%
	3	4	15	24	Wheel track smooth
	2	1	10	18	Grass small patches
	0	1 ✓	2	5	AREA
	0-1%	1-10%	10-30%	30-60%	>60%
	3	4	15	24	Poor condition
	2	1	10	18	Fair condition
	0	1 ✓	2	5	Good condition
	0-1%	1-10%	10-30%	30-60%	>60%
	3	4	15	24	LENGTH
	2	1	10	18	Edge loose/missing
	0	1 ✓	2	5	Cracked edge jagged
	0-1%	1-10%	10-30%	30-60%	>60%
	3	4	15	24	Cracked edge intact
	2	1	10	18	
	0	1 ✓	2	5	
DRAINAGE					
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%
		1	3	4	12
		Percent of Water retained on surface			
		Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAIN CHANNEL OR SIDE DITCH		GOOD	MODERATE	POOR	VERTICAL
		0	3	6	9
OCCURRENCE OF FLOODING BY WATER AFTER RAIN		NEVER	RARELY	OCCASIONALLY	ALWAYS
		0	3	12	24
REMARK :					

# INVENTORY DATA FORM

Street Name : <u>TANJUNG PUA</u>		Section No. : <u>28</u>		DISTRESS POINTS		
From <u>TANJUNG PUA</u> To <u>BENGAS DEK KUDUK</u>				PAVEMENT	DEBRIDGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	
		5 <input type="checkbox"/>	13.2			
CONDITION	EXTENT				SEVERITY	
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	
	0	3	4	15	24	
	1	2	4	10	16	
	2	1	2	5	8	
	0-1%	1-10%	10-30%	30-60%	>60%	
	0	3	4	15	24	
	1	2	4	10	16	
	2	1	2	5	8	
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	
0	3	4	15	24		
1	2	4	10	16		
2	1	2	5	8		
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	
0	3	4	15	24		
1	2	4	10	16		
2	1	2	5	8		
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	
0	3	4	15	24		
1	2	4	10	16		
2	1	2	5	8		
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	
0	3	4	15	24		
1	2	4	10	16		
2	1	2	5	8		
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	
0	3	4	15	24		
1	2	4	10	16		
2	1	2	5	8		
LONGITUDINAL CRACK	0-1%	1-10%	10-30%	30-60%	>60%	
0	3	4	15	24		
1	2	4	10	16		
2	1	2	5	8		
ROUTING	0-1%	1-10%	10-30%	30-60%	>60%	
0	3	4	15	24		
1	2	4	10	16		
2	1	2	5	8		
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	
0	3	4	15	24		
1	2	4	10	16		
2	1	2	5	8		
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	
0	3	4	15	24		
1	2	4	10	16		
2	1	2	5	8		
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	
0	3	4	15	24		
1	2	4	10	16		
2	1	2	5	8		
DRAINAGE						
PAYMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
0	1	3	8	12		
CONDITION OF CUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD				MODERATE	
0	3				POOR	
0	6				VERY POOR	
0	9					
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER				RARELY	
0	12				ALWAYS	
0	24					
REMARK :						

## INVENTORY DATA FORM

Street name: <u>TANTULAN PURA</u>		Section No.: <u>122</u>		DISTRESS POINTS		
From <u>TANTULAN PURA</u> To <u>KENGAS DEWELON</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	
CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	> 7.5 cm. in depth
	0-1%	1	2	5	8	> 2.5 - 7.5 cm. in depth
WAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	Highly rickety/rough
	0-1%	1	2	5	8	Good small rickety/rough
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	Spalled and loose
	0-1%	1	2	5	8	Spalled and tight
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	With cracks & holes
	0-1%	1	2	5	8	With cracking
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	> 1 cm. spalled
	0-1%	1	2	5	8	> 0.5 - 1 cm. spalled
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	6	15	24	> 2.5 cm. spalled, full
	0-1%	1	2	5	8	> 0.5 - 2.5 cm. spalled, half
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	> 2.5 cm. spalled
	0-1%	1	2	5	8	> 0.5 - 2.5 cm. spalled
PUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	6	15	24	> 2.5 cm. in depth
	0-1%	1	2	5	8	> 1.5 - 2.5 cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	Little visible edge
	0-1%	1	2	5	8	Wheel track smooth
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	Poor condition
	0-1%	1	2	5	8	Fair condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	6	15	24	Edge loose/missing
	0-1%	1	2	5	8	Cracked edge jagged
DRAINAGE		0	1	2	3	Cracked edge intact
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%	Percent of water retained on surface
0		1	3	6	12	
0		Water may drain easily from pavement surface				
CONDITION OF CUTTER AND DRAINS CHANNEL OR SIDE DITCH		GOOD	MODERATE	POOR	VERY POOR	
0		3	6	9		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN		NEVER	RARELY	OCCASIONALLY	ALWAYS	
0		3	6	12	24	
REMARK :						

## INVENTORY DATA FORM

Street name : <u>JANTUNG AIAA</u>		Section No. : <u>123</u>		DISTRESS POINTS		
From <u>JANTUNG AIAA</u> To <u>PENGASDENGKLOK</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7.5 Cm. in depth
	0	2	4	10	16	2.5 - 7.5 Cm.
PAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
	0	1	2	5	8	Some small holes/pit
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
	0	1	2	5	8	Spalled and light
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
	0	2	4	10	16	With cracking
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 Cm. spalled
	0	1	2	5	8	> 0.5 Cm. spalled
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2.5 Cm. spalled full
	0	1	2	5	8	> 0.5-2.5 spalled half
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 2.5 Cm. spalled
	0	1	2	5	8	> 0.5-2.5 Cm. spalled
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2.5 Cm. in depth
	0	2	4	10	16	1.5 - 2.5 Cm.
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible after
	0	1	2	5	8	Wheel track smooth
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Good condition
	0	1	2	5	8	Fair condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	Edge loose/missing
	0	1	2	5	8	Cracked edge jagged
DRAINAGE						
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
		1	3	6	12	
	0	Water may drain easily from pavement surface				
CONDITION OF GUTTER AND DRAIN CHANNEL OR SIDE DITCH		GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN		NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24		
REMARK :						



## INVENTORY DATA FORM

Street name : <u>                    </u>		Section No. : <u>29</u>		DISTRESS POINTS	
From <u>TAKTUNG PURA</u> To <u>GENGAS DEVIATION</u>				PAYEMENT	DRAINAGE
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>
CONDITION		EXTENT			
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-10%	1-10%	10-30%	30-60%	>60%
RAVELING/WEATHERING	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-10%	1-10%	10-30%	30-60%	>60%
ALLIGATOR CRACKING	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-10%	1-10%	10-30%	30-60%	>60%
PROFILE DISTORTION	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-10%	1-10%	10-30%	30-60%	>60%
BLOCK CRACKING	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-10%	1-10%	10-30%	30-60%	>60%
TRANSVERSE CRACKING	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-10%	1-10%	10-30%	30-60%	>60%
LONGITUDINAL CRACKING	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-10%	1-10%	10-30%	30-60%	>60%
RUTTING	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-10%	1-10%	10-30%	30-60%	>60%
EXCESS ASPHALT	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-10%	1-10%	10-30%	30-60%	>60%
BITUMINOUS PATCHING	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-10%	1-10%	10-30%	30-60%	>60%
EDGE DETERIORATION	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-10%	1-10%	10-30%	30-60%	>60%
DRAINAGE					
PAYEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%
	0	1	2	3	4
Percent of Water retained on surface					
Water may drain easily from pavement surface					
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE		POOR	
	0	3	6		9
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	BARELY		OCCASIONALLY	
	0	6	12		24
REMARK :					

# INVENTORY DATA FORM

Street name : <u>TANTUNG RUA</u>		Section No. : <u>20</u>		DISTRESS POINTS	
From <u>TANTUNG RUA</u> To <u>BENGAS RUMAH</u>				PAVEMENT	DRAINAGE
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>
CONDITION		EXTENT			
		0-1%	1-10%	10-30%	30-60%
POTHOLES		0	1	2	3
		0	1	2	3
		0	1	2	3
		0	1	2	3
RAVELING/WEATHERING		0	1	2	3
		0	1	2	3
		0	1	2	3
ALLIGATOR CRACKING		0	1	2	3
		0	1	2	3
		0	1	2	3
PROFILE DISTORTION		0	1	2	3
		0	1	2	3
		0	1	2	3
BLOCK CRACKING		0	1	2	3
		0	1	2	3
		0	1	2	3
TRANSVERSE CRACKING		0	1	2	3
		0	1	2	3
		0	1	2	3
LONGITUDINAL CRACKING		0	1	2	3
		0	1	2	3
		0	1	2	3
RUTTING		0	1	2	3
		0	1	2	3
		0	1	2	3
EXCESS ASPHALT		0	1	2	3
		0	1	2	3
		0	1	2	3
BITUMINOUS PATCHING		0	1	2	3
		0	1	2	3
		0	1	2	3
EDGE DETERIORATION		0	1	2	3
		0	1	2	3
		0	1	2	3
DRAINAGE					
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%
		1	3	6	12
		Percent of water retained on surface			
CONDITION OF GUTTER AND DRAINING CHANNEL OR SIDE DITCH		GOOD	MODERATE	POOR	VERY POOR
		0	3	6	9
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN		NEVER	RARELY	OCCASIONALLY	SOMETIMES
		0	3	6	9

REMARK :

## INVENTORY DATA FORM

Street name : <u>TAMJUNG PURA</u>		Section No. : <u>(26)</u>		DISTRESS POINTS	
From <u>TAMJUNG PURA</u> To <u>RENGAS DENDONG</u>		PAVEMENT		DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>
CONDITION		EXTENT			
POTHOLES	None	0-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	1	2	4	10	16
	2	1	2	5	8
PAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	1	2	4	10	16
	2	1	2	5	8
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	1	2	4	10	16
	2	1	2	5	8
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	1	2	4	10	16
	2	1	2	5	8
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	1	2	4	10	16
	2	1	2	5	8
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	1	2	4	10	16
	2	1	2	5	8
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	1	2	4	10	16
	2	1	2	5	8
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	1	2	4	10	16
	2	1	2	5	8
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	1	2	4	10	16
	2	1	2	5	8
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	1	2	4	10	16
	2	1	2	5	8
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	1	2	4	10	16
	2	1	2	5	8
DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
Water may drain easily from pavement surface					
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	
REMARK :					

## INVENTORY DATA FORM

Street name : <u>TANTUNG PLINA</u>		Section No. : <u>27</u>		DISTRESS POINTS		
From <u>TANTUNG PLINA</u> To <u>ARENAS DENOMOK</u>				PAVERMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	
CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-1%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 7.5 Cm. in depth
	1	2	4	10	18	2.5 - 7.5 Cm.
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Highly pitted/rough
	1	2	4	10	18	Some small hole/pit
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Spalled and loose
	1	2	4	10	18	Spalled and tight
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	With cracks & holes
	1	2	4	10	18	With cracking
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 1 Cm. spalled
	1	2	4	10	18	0.5 - 1 Cm. spalled
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	> 50cm spalled full
	1	2	4	10	18	0.5-2.5 spalled half
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 2.5 Cm. spalled
	1	2	4	10	18	0.5-2.5 Cm. spalled
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	> 2.5 Cm. in depth
	1	2	4	10	18	1.5 - 2.5 Cm.
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Little visible excess
	1	2	4	10	18	Wheel track smooth
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Good condition
	1	2	4	10	18	Fair condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	Edge loose/missing
	1	2	4	10	18	Cracked edge jagged
DRAINAGE		0	1	2	3	Cracked edge intact
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
0		1	3	8	12	
0		Water may drain easily from pavement surface				
CONDITION OF CUTTER AND DRAIN CHANNEL OR SIDE DITCH		GOOD	MODERATE	POOR	VENTILATION	
0		3	6	9		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN		NEVER	RARELY	OCCASIONALLY	ALWAYS	
0		8	12	24		
REMARK :						

# INVENTORY DATA FORM

Street name : <u>PHILIP STREET</u>		Section No. : <u>1</u>		DISTRESS POINTS	
From <u>PHILIP STREET</u> To <u>KALIA GARDEN</u>				PAVEMENT	DRAINAGE
Riding Quality		1	2	3	4
CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
RAVELING/WEATHERING	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
ALLIGATOR CRACKING	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
PROFILE DISTORTION	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
BLOCK CRACKING	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
TRANSVERSE CRACKING	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
LONGITUDINAL CRACKING	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
PUTTING	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
EXCESS ASPHALT	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
BITUMINOUS PATCHING	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
EDGE DETERIORATION	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	0	1	2	3	4
CONDITION OF GUTTER AND DRAIN CHANNEL OR SIDE DITCH	Water may drain easily from pavement surface				
	GOOD	MODERATE	POOR	VERY POOR	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER				
	0	1	2	3	4
REMARK :					



## INVENTORY DATA FORM

Street name : <u>                    </u>		Section No. : <u>4</u>		DISTRESS POINTS	
from <u>PENANG</u> To <u>KOTA GANDAK</u>				PAVEMENT	DRAINAGE
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>
				14.3	

CONDITION	EXTENT					SEVERITY
PITHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	1.5 cm. in depth
		2	4	10	18	2.5 - 7.5 cm.
	0-1%	1	2	5	8	<2.5 cm. in depth
	0	1	2	5	8	
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly riddled/rough
	0	1	2	5	8	Some small holes/cracks
	0-1%	1-10%	10-30%	30-60%	>60%	Minor loss
	0	1	2	5	8	
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
	0	1	2	5	8	Spalled and slight
	0-1%	1-10%	10-30%	30-60%	>60%	Half line
	0	1	2	5	8	
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
	0	1	2	5	8	With raveling
	0-1%	1-10%	10-30%	30-60%	>60%	Pinhole weaving
	0	1	2	5	8	
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	2.5 cm. spalled
	0	1	2	5	8	0.5 - 1 cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	<0.5 cm. or sealed
	0	1	2	5	8	LENGTH
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	2.5 cm. spalled full
	0	1	2	5	8	0.5-2.5 cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	<0.5 cm. sealed part
	0	1	2	5	8	
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	2.5 cm. spalled
	0	1	2	5	8	0.5-2.5 cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	<0.5 cm. or sealed
	0	1	2	5	8	LENGTH
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	2.5 cm. in depth
	0	1	2	5	8	1.5 - 2.5 cm.
	0-1%	1-10%	10-30%	30-60%	>60%	1.5 cm. in depth
	0	1	2	5	8	
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible edge
	0	1	2	5	8	Wheel track smooth
	0-1%	1-10%	10-30%	30-60%	>60%	Some small patches
	0	1	2	5	8	
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
	0	1	2	5	8	Fair condition
	0-1%	1-10%	10-30%	30-60%	>60%	Good condition
	0	1	2	5	8	LENGTH
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Edge loose/missing
	0	1	2	5	8	Cracked edge jagged
	0-1%	1-10%	10-30%	30-60%	>60%	Cracked edge intact
	0	1	2	5	8	
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	1	3	8	12		
0 Water may drain easily from pavement surface						
CONDITION OF GUTTER AND DRAINAGE CHANNEL ON SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR		
	0	3	8	9		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	BARELY	OCCASIONALLY	ALWAYS		
	0	6	12	24		

REMARK :	
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## INVENTORY DATA FORM

Street name : <u>BEING BENDIX</u>		Section No. : <u>3</u>		DISTRESS POINTS		
From <u>BEING BENDIX</u> To <u>ANTA GARDON</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
				19,2		

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	1.5 Cm. in depth
		2	4	10	16	2.5 - 3.5 Cm.
	0-1%	1	2	5	8	>2.5 Cm. in depth
PAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	From small holes/flat
	0-1%	1	2	5	8	Minor pitting
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and slight
	0-1%	1	2	5	8	Half line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	1 Cm. spalled
		2	4	10	16	0.5 - 1 Cm. spalled
	0-1%	1	2	5	8	0.5 Cm. or less
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	1.5 Cm. spalled full
		2	4	10	16	0.5 - 1.5 spalled half
	0	1	2	5	8	0.5 Cm. spalled part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	1.5 Cm. spalled
		2	4	10	16	0.5 - 1.5 Cm. spalled
	0-1%	1	2	5	8	0.5 Cm. or less
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	1.5 Cm. in depth
		2	4	10	16	1.5 - 2.5 Cm.
	0	1	2	5	8	1.5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible edge
		2	4	10	16	Wheel track smooth
	0-1%	1	2	5	8	From small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/striking
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	1	3	8	12		
Water may drain easily from pavement surface						
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR		
	0	3	6	9		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS		
	0	6	12	24		

REMARK :	
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# INVENTORY DATA FORM

Street Name : <u>PO BOX 100000</u>		Section No. : <u>7</u>		DISTRESS POINTS		
From <u>PO BOX 100000</u> To <u>KUTAGANOK</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	
				14.7		
CONDITION	EXTENT					SEVERITY
PITHOLES	None	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	1.5 cm. in depth
		2	4	10	18	2.5 - 1.5 cm.
	0	1	2	5	8	2.5 cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
	0	1	2	5	8	Some small hole/cracks
	0-1%	1-10%	10-30%	30-60%	>60%	Minor loss
ALLIGATOR CRACKING	0	1	2	5	8	AREA
		3	8	15	24	Spalled and loose
	0	1	2	5	8	Spalled and light
	0-1%	1-10%	10-30%	30-60%	>60%	Half inch
PROFILE DISTORTION	0	1	2	5	8	AREA
		3	8	15	24	With cracks & holes
	0	1	2	5	8	With cracking
	0-1%	1-10%	10-30%	30-60%	>60%	Plastic warping
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	1 cm. spalled
	0	1	2	5	8	0.5 - 1 cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 cm. or sealed
TRANSVERSE CRACKING	0	1	2	5	8	LENGTH
		3	8	15	24	0.5 cm. spalled, full
	0	1	2	5	8	0.5-2.5 spalled, half
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 cm. sealed, part
LONGITUDINAL CRACKING	0	1	2	5	8	AREA
		3	8	15	24	2.5 cm. spalled
	0	1	2	5	8	0.5-2.5 cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 cm. or sealed
RUTTING	0	1	2	5	8	LENGTH
		3	8	15	24	2.5 cm. in depth
	0	1	2	5	8	1.5 - 2.5 cm.
	0-1%	1-10%	10-30%	30-60%	>60%	1.5 cm. in depth
EXCESS ASPHALT	0	1	2	5	8	AREA
		3	8	15	24	Little visible and
	0	1	2	5	8	Wheel track smooth
	0-1%	1-10%	10-30%	30-60%	>60%	Large small patches
BITUMINOUS PATCHING	0	1	2	5	8	AREA
		3	8	15	24	Poor condition
	0	1	2	5	8	Fair condition
	0-1%	1-10%	10-30%	30-60%	>60%	Good condition
EDGE DETERIORATION	0	1	2	5	8	LENGTH
		3	8	15	24	Edge loose/missing
	0	1	2	5	8	Cracked edge jagged
	0-1%	1-10%	10-30%	30-60%	>60%	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	1	3	8	12		
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	Water may drain easily from pavement surface					
	GOOD	MODERATE	POOR	VERTICAL		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN						
	NEVER	RARELY	OCCASIONALLY	ALWAYS		
REMARK :						

## INVENTORY DATA FORM

Street Name: <u>1</u>		Section No.: <u>7</u>		DISTRESS POINTS	
From <u>KUTA GARDEN</u> To <u>DEDENG</u>				PAVEMENT	TRAFFIC
Riding Quality: <u>1</u> <u>2</u> <u>3</u> <u>4</u> <u>5</u>				<u>39.0</u>	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	1.5 Cm. in depth
		2	4	10	16	2.5 - 3.5 Cm.
	0	1	2	5	8	2.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
	0	1	2	5	8	Some small holes/cracks
	0-1%	1-10%	10-30%	30-60%	>60%	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Cracked and loose
	0	1	2	5	8	Cracked and tight
	0-1%	1-10%	10-30%	30-60%	>60%	Half inch
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
	0	1	2	5	8	With cracking
	0-1%	1-10%	10-30%	30-60%	>60%	Planite wearing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
	0	1	2	5	8	0.5 - 1 Cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 Cm. or spalled
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2.5 Cm. spalled full
	0	1	2	5	8	> 1.5 - 2.5 Cm. spalled half
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 Cm. spalled half
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 2.5 Cm. spalled
	0	1	2	5	8	> 1.5 - 2.5 Cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 Cm. or spalled
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2.5 Cm. in depth
	0	1	2	5	8	1.5 - 2.5 Cm.
	0-1%	1-10%	10-30%	30-60%	>60%	1.5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible mgt.
	0	1	2	5	8	Minimal track smooth
	0-1%	1-10%	10-30%	30-60%	>60%	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
	0	1	2	5	8	Fair condition
	0-1%	1-10%	10-30%	30-60%	>60%	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
	0	1	2	5	8	Cracked edge jagged
	0-1%	1-10%	10-30%	30-60%	>60%	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	1	3	6	12		
CONDITION OF GUTTER AND DRAIN CHANNEL OR SIDE DITCH	0	Water may drain easily from pavement surface				
	GOOD	MODERATE	POOR	VERTICOR		
OCCURRENCE OF EROSION BY WATER AFTER RAIN	0	3	6	9		
	NEVER	BARELY	OCCASIONALLY	ALWAYS		
REMARK:	0	6	12	24		

## INVENTORY DATA FORM

Street name : <u>KHTA GANDAK</u>		Section No. : <u>2</u>		DISTRESS POINTS	
From <u>KHTA GANDAK</u> To <u>BEDEALG</u>				PAVEMENT	DRAINAGE
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>
		5 <input type="checkbox"/>	6 <input type="checkbox"/>	7 <input type="checkbox"/>	8 <input type="checkbox"/>
33, 8					
CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	60%
	0	3	6	15	24
	0-15	1-10%	10-30%	30-60%	60%
RAVELING/WEATHERING	NONE	0-10%	10-30%	30-60%	60%
	0	3	6	15	24
	0-15	1-10%	10-30%	30-60%	60%
ALLIGATOR CRACKING	NONE	0-10%	10-30%	30-60%	60%
	0	3	6	15	24
	0-15	1-10%	10-30%	30-60%	60%
PROFILE DISTORTION	NONE	0-10%	10-30%	30-60%	60%
	0	3	6	15	24
	0-15	1-10%	10-30%	30-60%	60%
BLOCK CRACKING	NONE	0-10%	10-30%	30-60%	60%
	0	3	6	15	24
	0-15	1-10%	10-30%	30-60%	60%
TRANSVERSE CRACKING	NONE	0-10%	10-30%	30-60%	60%
	0	3	6	15	24
	0-15	1-10%	10-30%	30-60%	60%
LONGITUDINAL CRACKING	NONE	0-10%	10-30%	30-60%	60%
	0	3	6	15	24
	0-15	1-10%	10-30%	30-60%	60%
PUTTING	NONE	0-10%	10-30%	30-60%	60%
	0	3	6	15	24
	0-15	1-10%	10-30%	30-60%	60%
EXCESS ASPHALT	NONE	0-10%	10-30%	30-60%	60%
	0	3	6	15	24
	0-15	1-10%	10-30%	30-60%	60%
BITUMINOUS PATCHING	NONE	0-10%	10-30%	30-60%	60%
	0	3	6	15	24
	0-15	1-10%	10-30%	30-60%	60%
EDGE DETERIORATION	NONE	0-10%	10-30%	30-60%	60%
	0	3	6	15	24
	0-15	1-10%	10-30%	30-60%	60%
DRAINAGE					
PAVEMENT SURFACE RETENTION	Percent of Water retained on surface				
	Water say depth easily from pavement surface				
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MIDGRADE	POOR	VERY POOR	
	0	3	6	9	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	3	12	24	
REMARK :					

## INVENTORY DATA FORM

Street name : <u>KUTA CANAL</u>		Section No. : <u>5</u>		DISTRESS POINTS		
From <u>KUTA CANAL</u> To <u>REDUNG</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	
CONDITION		EXTENT				SEVERITY
POTHOLES	MORE	0-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 7.5 Cm. in depth
	0-1%	1	4	10	18	2.5 - 7.5 Cm.
RAVELING/WEATHERING	0	1	2	5	8	< 2.5 Cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Highly pitted/rough
ALLIGATOR CRACKING	0	1	2	5	8	Good small hole/fill
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Spalled and loose
PROFILE DISTORTION	0	1	2	5	8	Sealed and tight
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	With cracks & holes
BLOCK CRACKING	0	1	2	5	8	With cracking
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Plastic weaving
TRANSVERSE CRACKING	0	1	2	5	8	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	1 Cm. spalled
LONGITUDINAL CRACK	0	1	2	5	8	0.5 - 1 Cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	0.5 Cm. or sealed
PUTTING	0	1	2	5	8	LENGTH
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	1.5 Cm. spalled full
EXCESS ASPHALT	0	1	2	5	8	0.5-2.5 spalled half
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	< 0.5 Cm. sealed part
BITUMINOUS PATCHING	0	1	2	5	8	LENGTH
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	1.5 - 2.5 Cm. in depth
EDGE DETERIORATION	0	1	2	5	8	1.5 Cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Little visible edge
DRAINAGE	0	1	2	5	8	Wheel track growth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Good small patches
PAVEMENT SURFACE RETENTION	0	1	2	5	8	Good condition
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Fair condition
CONDITION OF CUTTER AND DRAINING CHANNEL ON SIDE DITCH	0	1	2	5	8	Good condition
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Edge loose/mining
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	0	1	2	5	8	Cracked edge jagged
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Cracked edge intact
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
0		1	3	8	12	
Water may drain easily from pavement surface						
CONDITION OF CUTTER AND DRAINING CHANNEL ON SIDE DITCH		GOOD	MODERATE	POOR	VERY POOR	
0		3	6	9		
OCCURENCE OF INUNDATION BY WATER AFTER RAIN		NEVER	RARELY	OCCASIONALLY	ALWAYS	
0		6	12	24		
REMARKS :						

## INVENTORY DATA FORM

Street name : <u>KUTA GARDEN</u>		Section No. : <u>4</u>		DISTRESS POINTS		
From <u>KUTA GARDEN</u> To <u>GEDENG</u>				PAVEMENT	DRAINAGE	
Riding Quality <u>1</u> <u>2</u> <u>3</u> <u>4</u> <u>5</u>				<u>92.1</u>		
CONDITION	EXTENT					SEVERITY
POTHOLES	None	0-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	1.5 cm in depth
	0-1%	1-10%	10-30%	30-60%	>60%	2.5 - 1.5 cm
RAVELING/WEATHERING	0	1	2	3	4	2.5 cm in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Highly pitted/rough
ALLIGATOR CRACKING	0	1	2	3	4	from small hole/cracks
	0-1%	1-10%	10-30%	30-60%	>60%	Minor loss
	0	1	2	3	4	AREA
PROFILE DISTORTION	0	1	2	3	4	Spalled and loose
	0-1%	1-10%	10-30%	30-60%	>60%	Spalled and loose
	0	1	2	3	4	Half line
BLOCK CRACKING	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	With cracks & holes
	0	1	2	3	4	With cracking
TRANSVERSE CRACKING	0	1	2	3	4	Plastic warping
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	1 cm spalled
LONGITUDINAL CRACK	0	1	2	3	4	0.5 - 1 cm spalled
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 cm or sealed
	0	1	2	3	4	LENGTH
PUTTING	0	1	2	3	4	1.5 cm spalled, full
	0-1%	1-10%	10-30%	30-60%	>60%	0.5-2.5 spalled, half
	0	1	2	3	4	< 0.5 cm spalled, part
EXCESS ASPHALT	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	1.5 cm spalled
	0	1	2	3	4	0.5-2.5 cm spalled
BITUMINOUS PATCHING	0	1	2	3	4	< 0.5 cm or sealed
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	4	> 2.5 cm in depth
EDGE DETERIORATION	0	1	2	3	4	1.5 - 2.5 cm
	0-1%	1-10%	10-30%	30-60%	>60%	1.5 cm in depth
	0	1	2	3	4	AREA
DRAINAGE	0	1	2	3	4	Little within edge
	0-1%	1-10%	10-30%	30-60%	>60%	Wheel track smooth
	0	1	2	3	4	Some small patches
PAYMENT SURFACE RETENTION	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	Poor condition
	0	1	2	3	4	Fair condition
CONDITION OF CUTTER AND DRAINS CHANNEL ON SIDE DITCH	0	1	2	3	4	Good condition
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	4	Edge loose/missing
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	0	1	2	3	4	Cracked edge jagged
	0-1%	1-10%	10-30%	30-60%	>60%	Cracked edge intact
	0	1	2	3	4	Percent of water retained on surface
REMARK :						

## INVENTORY DATA FORM

Street name : <u>BEDONG</u>		Section No. : <u>7</u>		DISTRICT POINTS		
From <u>BEDONG</u> To <u>KARANG PAI</u>		PAVEMENT		DRAINAGE		
Riding Quality		1	2	3	4	5
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7.5 Cm. in depth
	0	1	2	5	8	2.5 - 7.5 Cm.
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
	0	1	2	5	8	6mm small hole/cr.
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Minor loss
	0	1	2	5	8	Spalled and loose
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and tight
	0	1	2	5	8	Hair line
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
	0	1	2	5	8	With cracking
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Plastic weaving
	0	1	2	5	8	AREA
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 Cm. spalled
	0	1	2	5	8	0.5 - 1 Cm. spalled
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	< 0.5 Cm. or sealed
	0	1	2	5	8	LENGTH
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 2.5 Cm. spalled
	0	1	2	5	8	0.5 - 2.5 Cm. spalled
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 2.5 Cm. spalled
	0	1	2	5	8	0.5 - 2.5 Cm. spalled
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	< 0.5 Cm. or sealed
	0	1	2	5	8	LENGTH
DRAINAGE	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 2.5 Cm. in depth
	0	1	2	5	8	1.5 - 2.5 Cm.
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	1	3	8	12		
	0	Water may drain easily from pavement surface				
CONDITION OF GUTTER AND DRAIN CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR		
	0	3	8	9		
	NEVER	RARELY	OCCASIONALLY	ALWAYS		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	0	6	12	24		
REMARK :						

## INVENTORY DATA FORM

Street name : <u>                    </u>		Section No. : <u>2</u>		DISTRESS POINTS		
From <u>ABENHO</u> To <u>KARAMELACI</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
40.9						
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7.5 Cm. in depth
		2	4	10	16	2.5 - 7.5 Cm
	0	1	2	5	8	< 2.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and slight
	0	1	2	5	8	hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5	8	Plastic heaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0.5 - 1 Cm. spalled
	0	1	2	5	8	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2.5 Cm. spalled full
		2	4	10	16	0.5-2.5 spalled half
	0	1	2	5	8	< 0.5 Cm. sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 2.5 Cm. spalled
		2	4	10	16	0.5-2.5 Cm. spalled
	0	1	2	5	8	< 0.5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2.5 Cm. in depth
		2	4	10	16	1.5 - 2.5 Cm.
	0	1	2	5	8	< 1.5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible edge
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Grass small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	0	1	3	6	12	
Water may drain easily from pavement surface						
CONDITION OF CUTTER AND DRAINING CHANNEL OR SIDE DITCH		GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN		NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24		
REMARK :						

# INVENTORY DATA FORM

Street name : <u>DEDENG</u>		Section No. : <u>2</u>		DISTRESS POINTS	
From <u>DEDENG</u> To <u>KARANG JATI</u>				PAVEMENT <u>29.5</u>	
Riding Quality		1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/>		DRAINAGE <input type="checkbox"/>	
CONDITION	EXTENT				SEVERITY
PITHOLES	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
RAVELING/WEATHERING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
ALLIGATOR CRACKING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
PROFILE DISTORTION	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
BLOCK CRACKING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
TRANSVERSE CRACKING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
LONGITUDINAL CRACKING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
PUTTING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
EXCESS ASPHALT	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
BITUMINOUS PATCHING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
EDGE DETERIORATION	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
DRAINAGE					
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%
0		1	2	3	4
Water may drain easily from pavement surface		Percent of Water retained on surface			
CONDITION OF CUTTER AND DRAINAGE CHANNEL OR SIDE DITCH		GOOD	MODERATE	POOR	VERY POOR
0		1	2	3	4
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN		NEVER	BARELY	OCCASIONALLY	ALWAYS
0		1	2	3	4

REMARK :



## INVENTORY DATA FORM

Street name : <u>DEDENG</u>		Section No. : <u>4</u>		DISTRESS POINTS PAVEMENT : <u>29,3</u>		DRAINAGE : <u>    </u>	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>	
CONDITION	EXTENT					SEVERITY	
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA	
		3	6	15	24	> 7.5 Cm. in depth	
		2	4	10	18	2.5 - 7.5 Cm.	
	0	1	2	3	4	< 2.5 Cm. in depth	
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA	
		3	6	15	24	Highly pitted/rough	
		2	4	10	18	Some small holes/pits	
	0	1	2	3	4	Minor loss	
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA	
		3	6	15	24	Spalled and loose	
		2	4	10	18	Spalled and light	
	0	1	2	3	4	Hair line	
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA	
		3	6	15	24	With cracks & holes	
		2	4	10	18	With cracking	
	0	1	2	3	4	Plastic warping	
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA	
		3	6	15	24	> 1 Cm. spalled	
		2	4	10	18	0.5 - 1 Cm. spalled	
	0	1	2	3	4	< 0.5 Cm. or sealed	
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH	
		3	6	15	24	> 50 cm. sealed full	
		2	4	10	16	0.5-2.5 sealed half	
	0	1	2	3	4	< 0.5 cm. sealed part	
LONGITUDINAL CRACK	0-1%	1-10%	10-30%	30-60%	>60%	AREA	
		3	6	15	24	> 2.5 Cm. spalled	
		2	4	10	18	0.5-2.5 Cm. spalled	
	0	1	2	3	4	< 0.5 Cm. or sealed	
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH	
		3	6	15	24	> 2.5 Cm. in depth	
		2	4	10	18	1.5 - 2.5 Cm.	
	0	1	2	3	4	1.5 Cm. in depth	
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA	
		3	6	15	24	Little visible edge	
		2	4	10	18	Wheel track smooth	
	0	1	2	3	4	Large small patches	
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA	
		3	6	15	24	Poor condition	
		2	4	10	18	Fair condition	
	0	1	2	3	4	Good condition	
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH	
		3	6	15	24	Edge loose/missing	
		2	4	10	18	Cracked edge jagged	
	0	1	2	3	4	Cracked edge intact	
DRAINAGE							
PAVEMENT SURFACE RETENTION	<10%		10-30%	30-60%	>60%	Percent of Water retained on surface	
	1		3	6	12		
CONDITION OF GUTTER AND DRAIN CHANNEL OR SIDE DITCH		Water may drain easily from pavement surface					
		GOOD	MODERATE	POOR	VERYPOOR		
		0	3	6	9		
OCCURRENCE OF INFILTRATION BY WATER AFTER RAIN		NEVER		HARDLY	OCCASIONALLY	ALWAYS	
		0		6	12	24	
REMARK :							

## INVENTORY DATA FORM

Street name : <u>BERENG</u>		Section No. : <u>12</u>		DISTRESS POINTS	
From <u>BERENG</u> To <u>KARANGJATI</u>				PAVEMENT	DRAINAGE
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>
CONDITION		EXTENT			
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
RAVELING/WEATHERING	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
ALLIGATOR CRACKING	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
PROFILE DISTORTION	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
BLOCK CRACKING	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
TRANSVERSE CRACKING	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
LONGITUDINAL CRACKING	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
RUTTING	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
EXCESS ASPHALT	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
BITUMINOUS PATCHING	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
EDGE DETRIORATION	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
DRAINAGE					
PAVEMENT SURFACE RETENTION					
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH					
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN					
REMARK :					

# INVENTORY DATA FORM

Street name : <u>DEDENG</u>		Section No. : <u>77</u>		DISTRESS POINTS		
From <u>DEDENG</u> To <u>KARANGJAYA</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
33.5						
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	> 1.5 cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	2.5 - 2.5 cm. in depth
RAVELING/WEATHERING	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	Highly riddled/rough
	0	1	2	3	4	Some small hole/pit
ALLIGATOR CRACKING	0	1	2	3	4	Minor loss
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Spalled and loose
PROFILE DISTORTION	0	1	2	3	4	Spalled and tight
	0-1%	1-10%	10-30%	30-60%	>60%	Half line
	0	1	2	3	4	AREA
BLOCK CRACKING	0	1	2	3	4	With cracks & holes
	0-1%	1-10%	10-30%	30-60%	>60%	With cracking
	0	1	2	3	4	Pinhole raveling
TRANSVERSE CRACKING	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	> 1 cm. spalled
	0	1	2	3	4	0.5 - 1 cm. spalled
LONGITUDINAL CRACKING	0	1	2	3	4	< 0.5 cm. or sealed
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	4	> 5 cm. spalled full
RUTTING	0	1	2	3	4	0.5-2.5 spalled half
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 cm. sealed part
	0	1	2	3	4	AREA
EXCESS ASPHALT	0	1	2	3	4	> 2.5 cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	0.5-2.5 cm. spalled
	0	1	2	3	4	< 0.5 cm. or sealed
BITUMINOUS PATCHING	0	1	2	3	4	LENGTH
	0-1%	1-10%	10-30%	30-60%	>60%	> 2.5 cm. in depth
	0	1	2	3	4	1.5 - 2.5 cm.
EDGE DETERIORATION	0	1	2	3	4	1.5 cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Little visible edge
DRAINAGE	0	1	2	3	4	Minimal crack growth
	0-1%	1-10%	10-30%	30-60%	>60%	Occasional patches
	0	1	2	3	4	AREA
PAVEMENT SURFACE RETENTION	0	1	2	3	4	Poor condition
	0-1%	1-10%	10-30%	30-60%	>60%	Fair condition
	0	1	2	3	4	Good condition
CONDITION OF CUTTER AND DRAINS CHANNEL OR SIDE DITCH	0	1	2	3	4	LENGTH
	0-1%	1-10%	10-30%	30-60%	>60%	Edge loose/missing
	0	1	2	3	4	Cracked edge loaded
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	0	1	2	3	4	Cracked edge intact
	0-1%	1-10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	0	1	2	3	4	Water may drain easily from pavement surface
REMARK :	0	1	2	3	4	GOOD
	0-1%	1-10%	10-30%	30-60%	>60%	MODERATE
	0	1	2	3	4	POOR
REMARK :	0	1	2	3	4	VERY POOR
	0-1%	1-10%	10-30%	30-60%	>60%	NEVER
	0	1	2	3	4	PARTLY
REMARK :	0	1	2	3	4	OCCASIONALLY
	0-1%	1-10%	10-30%	30-60%	>60%	ALWAYS
	0	1	2	3	4	

## INVENTORY DATA FORM

Street Name : <u>DEDEK</u>		Section No. : <u>172</u>		DISTRESS POINTS		
From <u>DEDEK</u> To <u>KARANG JATI</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	
		5 <input type="checkbox"/>		33,2		
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	1.5 cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	2.5 - 7.5 cm
	0	1	2	3	4	12.5 cm. in depth
RAVELING/WEATHERING	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	Highly pitted/rough
	0	1	2	3	4	Some small hole/pit
	0-1%	1-10%	10-30%	30-60%	>60%	Minor loss
ALLIGATOR CRACKING	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	Spalled and loose
	0	1	2	3	4	Spalled and slight
	0-1%	1-10%	10-30%	30-60%	>60%	Hair line
PROFILE DISTORTION	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	With cracks & holes
	0	1	2	3	4	With cracking
	0-1%	1-10%	10-30%	30-60%	>60%	Pinhole weaving
BLOCK CRACKING	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	> 1 cm. spalled
	0	1	2	3	4	0.5 - 1 cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 cm. or sealed
TRANSVERSE CRACKING	0	1	2	3	4	LENGTH
	0-1%	1-10%	10-30%	30-60%	>60%	> 2.5 cm. spalled full
	0	1	2	3	4	0.5 - 2.5 cm. spalled half
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 cm. sealed. Test
LONGITUDINAL CRACKING	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	> 2.5 cm. spalled
	0	1	2	3	4	0.5 - 2.5 cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 cm. or sealed
RUTTING	0	1	2	3	4	LENGTH
	0-1%	1-10%	10-30%	30-60%	>60%	> 2.5 cm. in depth
	0	1	2	3	4	1.5 - 2.5 cm
	0-1%	1-10%	10-30%	30-60%	>60%	1.5 cm. in depth
EXCESS ASPHALT	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	Little within 100 ft.
	0	1	2	3	4	When track smooth
	0-1%	1-10%	10-30%	30-60%	>60%	When small patches
BITUMINOUS PATCHING	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	Poor condition
	0	1	2	3	4	Fair condition
	0-1%	1-10%	10-30%	30-60%	>60%	Good condition
EDGE DETERIORATION	0	1	2	3	4	LENGTH
	0-1%	1-10%	10-30%	30-60%	>60%	Edge loose/missing
	0	1	2	3	4	Cracked edge jagged
	0-1%	1-10%	10-30%	30-60%	>60%	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION					Percent of Water retained on surface	
	<10%	10-30%	30-60%	>60%		
CONDITION OF GUTTER AND DRAINING CHANNEL OR SIDE DITCH		Water may drain easily from pavement surface				
		GOOD	MODERATE	POOR	VERY POOR	
		0	3	6	9	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN						
		NEVER	RARELY	OCCASIONALLY	ALWAYS	
		0	3	12	24	
REMARK :						

## INVENTORY DATA FORM

Street name: <u>DEDA</u>		Section No.: <u>17</u>		DISTRESS POINTS	
From <u>DEDA</u> To <u>KARANGJATI</u>				PAVEMENT	DRAINAGE
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>
35.5					
CONDITION	EXTENT				SEVERITY
PITHOLES	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
RAVELING/WEATHERING	0	1	2	3	4
ALLIGATOR CRACKING	0	1	2	3	4
PROFILE DISTORTION	0	1	2	3	4
BLOCK CRACKING	0	1	2	3	4
TRANSVERSE CRACKING	0	1	2	3	4
LONGITUDINAL CRACKING	0	1	2	3	4
RUTTING	0	1	2	3	4
EXCESS ASPHALT	0	1	2	3	4
BITUMINOUS PATCHING	0	1	2	3	4
EDGE DETERIORATION	0	1	2	3	4
DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
CONDITION OF GUTTER AND DRAINAGE CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	

REMARKS:

# INVENTORY DATA FORM

Street name : <u>                    </u>		Section No. : <u>(2)</u>		DISTRESS POINTS		
From <u>BEDEAN</u> To <u>KARANG JATI</u>				PAVEMENT <u>37.0</u>		
Riding Quality <u>1</u> <u>2</u> <u>3</u> <u>4</u> <u>5</u>				DRAINAGE <u>            </u>		
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7.5 Cm. in depth
		2	4	10	18	2.5 - 7.5 Cm.
	0	1	2	5	8	< 2.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	18	Good small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	18	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	18	With cracking
	0	1	2	5	8	Pinhole weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	18	0.5 - 1 Cm. spalled
	0	1	2	5	8	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 3.5 Cm. spalled, full
		2	4	10	18	0.5 - 2.5 spalled, half
	0	1	2	5	8	< 0.5 Cm. sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 2.5 Cm. spalled
		2	4	10	18	0.5 - 2.5 Cm. spalled
	0	1	2	5	8	< 0.5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2.5 Cm. in depth
		2	4	10	18	1.5 - 2.5 Cm.
	0	1	2	5	8	< 1.5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible edge
		2	4	10	18	Wheel track smooth
	0	1	2	5	8	Occasional patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	18	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	18	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%	Percent of water retained on surface
	0	1	3	6	12	
Water may drain easily from pavement surface						
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH		GOOD	MODERATE	POOR	VERTICOR	
	0		3	6	9	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN		NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0		6	12	24	
REMARK :						

## INVENTORY DATA FORM

Street name : <u>KARANGJATI</u>		Section No. : <u>7</u>		DISTRESS POINTS		
From <u>KARANGJATI</u> To <u>PEDES</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
34.5						
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 7.5 Cm. in depth
	0	2 ✓	4	10	18	2.5 - 7.5 Cm.
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Highly pitted/rough
	0	2 ✓	4	10	18	Some small hole/flat
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Spalled and loose
	0	2 ✓	4	10	18	Spalled and tight
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	With cracks & holes
	0	2 ✓	4	10	18	With cracking
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	With cracks & holes
	0	2 ✓	4	10	18	With cracking
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 1 Cm. spalled
	0	2 ✓	4	10	18	0.5 - 1 Cm. spalled
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 1 Cm. spalled
	0	2 ✓	4	10	18	0.5 - 1 Cm. spalled
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	> 2.5 Cm. in depth
	0	2 ✓	4	10	18	1.5 - 2.5 Cm.
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Little visible under
	0	2 ✓	4	10	18	Wheel track smooth
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Very small patches
	0	2 ✓	4	10	18	Poor condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	Edge loose/missing
	0	2 ✓	4	10	18	Cracked edge jagged
DRAINAGE	0-1%	1-10%	10-30%	30-60%	>60%	Cracked edge intact
	0	3	8	15	24	
	0	2 ✓	4	10	18	
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	1	3	6	12		
Water may drain easily from pavement surface						
CONDITION OF CUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR		
	0	3	6	2		
OCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS		
	0	6	12	24		
REMARK :						

## INVENTORY DATA FORM

Street Name		From <u>KARAWATI</u> To <u>PEDES</u>		Section No. : <u>2</u>		DISTRESS POINTS	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>	PAVEMENT <u>308</u>
CONDITION		EXTENT					SEVERITY
POTHOLES		NONE	0-10%	10-30%	30-60%	>60%	AREA
		0	1	2	3	4	> 7.5 Cm. in depth 2.5 - 7.5 Cm. < 2.5 Cm. in depth
RAVELING/WEATHERING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
		0	1	2	3	4	Highly pitted/rough Some small holes/cracks Minor loss
ALLIGATOR CRACKING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
		0	1	2	3	4	Spalled and loose Spalled and tight Half line
PROFILE DISTORTION		0-1%	1-10%	10-30%	30-60%	>60%	AREA
		0	1	2	3	4	With cracks & holes With cracking Plastic heaving
BLOCK CRACKING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
		0	1	2	3	4	> 1 Cm. spalled 0.5 - 1 Cm. spalled < 0.5 Cm. or sealed
TRANSVERSE CRACKING		0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		0	1	2	3	4	< 2.5 Cm. sealed full 2.5 - 5 Cm. sealed half > 5 Cm. sealed full
LONGITUDINAL CRACKING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
		0	1	2	3	4	< 2.5 Cm. sealed 2.5 - 5 Cm. sealed > 5 Cm. or sealed
RUTTING		0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		0	1	2	3	4	> 2.5 Cm. in depth 1.5 - 2.5 Cm. 1.5 Cm. in depth
EXCESS ASPHALT		0-1%	1-10%	10-30%	30-60%	>60%	AREA
		0	1	2	3	4	Little visible edge Wheel track smooth Some small patches
BITUMINOUS PATCHING		0-1%	1-10%	10-30%	30-60%	>60%	AREA
		0	1	2	3	4	Poor condition Fair condition Good condition
EDGE DETERIORATION		0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		0	1	2	3	4	Edge loose/missing Cracked edge jagged Cracked edge intact
DRAINAGE							
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
		1	3	6	12		
CONDITION OF GUTTER AND DRAIN CHANNEL OR SIDE DITCH		Water may drain easily from pavement surface					
		GOOD	MODERATE		POOR	VERY POOR	
		0	3		6	9	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN		NEVER					ALWAYS
		0					24

REMARK :



# INVENTORY DATA FORM

Street Name : <u>KARANG JATI</u>		Section No. : <u>3</u>		DISTRESS POINTS		
From <u>KARANG JATI</u> To <u>PEDEC</u>				PAVEMENT	DRAINAGE	
Riding Quality : <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5				<u>3/2</u>		
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7.5 Cm. in depth
	0	2 ✓	4	10	16	2.5 - 7.5 Cm.
	0	1	2 ✓	5	8	> 7.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
	0	2 ✓	4	10	16	Open small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
	0	2 ✓	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Half line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
	0	2 ✓	4	10	16	With cracking
	0	1	2 ✓	5	8	Plastic heaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 Cm. spalled
	0	2 ✓	4	10	16	0.5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2.5 Cm. sealed full
	0	2 ✓	4	10	16	0.5 - 2.5 sealed half
	0	1	2 ✓	5	8	< 0.5 Cm. sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 2.5 Cm. sealed
	0	2 ✓	4	10	16	0.5 - 2.5 Cm. sealed
	0	1	2 ✓	5	8	< 0.5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2.5 Cm. in depth
	0	2 ✓	4	10	16	1.5 - 2.5 Cm.
	0	1	2 ✓	5	8	< 1.5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible over
	0	2 ✓	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
	0	2 ✓	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	Edge loose/missing
	0	2 ✓	4	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	1	3	8	12		
CONDITION OF GUTTER AND DRAIN CHANNEL OR SIDE DITCH	Water may drain easily from pavement surface					
	GOOD	MODERATE	POOR	VERYPOOR		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	0	3	8	9		
	REVER	BARELY	OCCASIONALLY	ALWAYS		
REMARK :						

# INVENTORY DATA FORM

Street name : <u>From REDES</u> Section No. : <u>7</u>		DISTRESS POINTS PAVEMENT <u>30,0</u> DRAINAGE <u>    </u>			
Riding Quality : <u>1</u> <u>2</u> <u>3</u> <u>4</u> <u>5</u>					
CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%
ALLIGATOR CRACKING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%
BLOCK CRACKING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
LONGITUDINAL CRACK	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%
EXCESS ASPHALT	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%
EDGE DETERIORATION	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
CONDITION OF CUTTER AND DRAINS CHANNEL OR SIDE DITCH	Water may drain easily from pavement surface				
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
REMARK :					

## INVENTORY DATA FORM

Street Name : <u>PEDES</u>		Section No. : <u>2</u>		DISTRESS POINTS		
From <u>PEDES</u> To <u>SINGAL BUND</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
91.8						
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7.5 cm. in depth
		2	4	10	18	2.5 - 7.5 cm.
	0	1	2	5	8	< 2.5 cm. in depth
RAVELLING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
	0	2	4	10	18	Some small holes/rills
	0-1%	1-10%	10-30%	30-60%	>60%	Minor loose
ALLIGATOR CRACKING	0	3	8	15	24	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	Spalled and loose
	0	2	4	10	18	Spalled and tight
	0	1	2	5	8	Half line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
	0	2	4	10	18	With cracking
	0	1	2	5	8	Plastic heaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 cm. spalled
	0	2	4	10	18	0.5 - 1 cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	> 0.5 cm. or sealed
TRANSVERSE CRACKING	0	3	8	15	24	LENGTH
	0-1%	1-10%	10-30%	30-60%	>60%	> 2.5 cm. spalled full
	0	2	4	10	18	0.5 - 2.5 cm. spalled half
	0	1	2	5	8	< 0.5 cm. sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 2.5 cm. spalled
	0	2	4	10	18	0.5 - 2.5 cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 cm. or sealed
RUTTING	0	3	8	15	24	LENGTH
	0-1%	1-10%	10-30%	30-60%	>60%	> 2.5 cm. in depth
	0	2	4	10	18	1.5 - 2.5 cm.
	0	1	2	5	8	1.5 cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible
	0	2	4	10	18	Wheel track smooth
	0-1%	1-10%	10-30%	30-60%	>60%	Scrap small patches
BITUMINOUS PATCHING	0	3	8	15	24	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	Poor condition
	0	2	4	10	18	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	Edge loose/missing
	0	2	4	10	18	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	1	3	6	12		
Water may drain easily from pavement surface						
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE		POOR	VERY POOR	
	0	3		6	9	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY		OCCASIONALLY	ALWAYS	
	0	6		12	24	
REMARK :						

## INVENTORY DATA FORM

Street name : <u>BEDEK</u>		Section No. : <u>3</u>		DISTRESS POINTS		
From <u>BEDEK</u> To <u>SUNGAI BUNTI</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
CONDITION		EXTENT				SEVERITY
POTHOLES		NONE	0-10%	10-30%	30-60%	>60%
		0	1	2	3	4
		0	1	2	3	4
RAVELING/WEATHERING		0-1%	1-10%	10-30%	30-60%	>60%
		0	1	2	3	4
		0	1	2	3	4
ALLIGATOR CRACKING		0-1%	1-10%	10-30%	30-60%	>60%
		0	1	2	3	4
		0	1	2	3	4
PROFILE DISTORTION		0-1%	1-10%	10-30%	30-60%	>60%
		0	1	2	3	4
		0	1	2	3	4
BLOCK CRACKING		0-1%	1-10%	10-30%	30-60%	>60%
		0	1	2	3	4
		0	1	2	3	4
TRANSVERSE CRACKING		0-1%	1-10%	10-30%	30-60%	>60%
		0	1	2	3	4
		0	1	2	3	4
LONGITUDINAL CRACKING		0-1%	1-10%	10-30%	30-60%	>60%
		0	1	2	3	4
		0	1	2	3	4
PUTTING		0-1%	1-10%	10-30%	30-60%	>60%
		0	1	2	3	4
		0	1	2	3	4
EXCESS ASPHALT		0-1%	1-10%	10-30%	30-60%	>60%
		0	1	2	3	4
		0	1	2	3	4
BITUMINOUS PATCHING		0-1%	1-10%	10-30%	30-60%	>60%
		0	1	2	3	4
		0	1	2	3	4
EDGE DETERIORATION		0-1%	1-10%	10-30%	30-60%	>60%
		0	1	2	3	4
		0	1	2	3	4
DRAINAGE						
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
		1	3	6	12	
		Water may drain easily from pavement surface				
CONDITION OF CUTTER AND DRAINS CHANNEL OR SIDE DITCH		GOOD	MODERATE	POOR	VERY POOR	
		0	3	6	9	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN		NEVER	RARELY	OCCASIONALLY	ALWAYS	
		0	6	12	24	
REMARK :						

# INVENTORY DATA FORM

Street name : <u>PEDES</u>		Section No. : <u>4</u>		DISTRESS POINTS		
From <u>PEDES</u> To <u>SUNGAI BUNTU</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
				26.3		
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7.5 Cm. in depth
		2	4	10	18	2.5 - 7.5 Cm
	0	1	2	5	8	< 2.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
	0	2	4	10	18	Some small hole/pit
	0-1%	1	2	5	8	Minor loose
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
	0	2	4	10	18	Spalled and tight
	0-1%	1	2	5	8	Half line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
	0	2	4	10	18	With cracking
	0-1%	1	2	5	8	Plastic heaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	< 1 Cm. spalled
	0	2	4	10	18	< 0.5 - 1 Cm. spalled
	0-1%	1	2	5	8	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	< 0.5m sealed full
	0	2	4	10	18	< 0.5 - 2.5 m sealed half
	0-1%	1	2	5	8	< 0.5m sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	< 2.5 Cm. spalled
	0	2	4	10	18	< 0.5 - 2.5 m sealed
	0-1%	1	2	5	8	< 0.5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	< 2.5 Cm. in depth
	0	2	4	10	18	1.5 - 2.5 Cm
	0-1%	1	2	5	8	1.5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible edge
	0	2	4	10	18	Wheel track smooth
	0-1%	1	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
	0	2	4	10	18	Fair condition
	0-1%	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	Edge loose/missing
	0	2	4	10	18	Cracked edge jagged
	0-1%	1	2	5	8	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	1	3	8	12		
Water may drain easily from pavement surface						
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERTICIOUS		
	0	3	8	2		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS		
	0	8	12	24		
REMARK :						

## INVENTORY DATA FORM

Street name : <u>PEDES</u>		Section No. : <u>5</u>		DISTRESS POINTS		
From <u>PEDES</u> To <u>SUNGAI BINTU</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 7.5 cm. in depth
	1	2	4	10	16	2.5 - 7.5 cm.
	2	1	2	5	8	< 2.5 cm. in depth
	3	1	2	5	8	AREA
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Highly pitted/rough
	1	2	4	10	16	Gone small hole/pit
	2	1	2	5	8	Minor loss
	3	1	2	5	8	AREA
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Spalled and loose
	1	2	4	10	16	Spalled and slight
	2	1	2	5	8	Hair line
	3	1	2	5	8	AREA
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	With cracks & holes
	1	2	4	10	16	With cracking
	2	1	2	5	8	Plastic warping
	3	1	2	5	8	AREA
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	< 1 cm. spalled
	1	2	4	10	16	< 0.5 cm. spalled
	2	1	2	5	8	< 0.5 cm. or sealed
	3	1	2	5	8	LENGTH
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	< 2.5 cm. sealed full
	1	2	4	10	16	< 0.5-2.5 cm. sealed half
	2	1	2	5	8	< 0.5 cm. sealed part
	3	1	2	5	8	AREA
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	< 2.5 cm. sealed
	1	2	4	10	16	< 0.5-2.5 cm. sealed
	2	1	2	5	8	< 0.5 cm. or sealed
	3	1	2	5	8	LENGTH
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	< 2.5 cm. in depth
	1	2	4	10	16	2.5 - 7.5 cm.
	2	1	2	5	8	< 1.5 cm. in depth
	3	1	2	5	8	AREA
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Little visible mtd.
	1	2	4	10	16	Wheel track smooth
	2	1	2	5	8	Occasional patches
	3	1	2	5	8	AREA
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Poor condition
	1	2	4	10	16	Fair condition
	2	1	2	5	8	Good condition
	3	1	2	5	8	LENGTH
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Edge loose/missing
	1	2	4	10	16	Cracked edge jagged
	2	1	2	5	8	Cracked edge intact
	3	1	2	5	8	AREA
DRAINAGE						
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
0		1	3	8	12	
0		Water may drain easily from pavement surface				
CONDITION OF GUTTER AND DRAIN CHANNEL OR SIDE DITCH		GOOD	MODERATE	POOR	VERY POOR	
0		3	8	12	24	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN		NEVER	RARELY	OCCASIONALLY	ALWAYS	
0		8	12	24		
REMARK :						

# INVENTORY DATA FORM

Street name : <u>PECE</u>		Section No. : <u>17</u>		DISTRESS POINTS		
From <u>PECE</u> To <u>SUNGAI BINTU</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	17.5 cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	2.5 - 7.5 cm.
	0	1	2	3	4	12.5 cm. in depth
RAVELING/WEATHERING	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	Highly pitted/rough
	0	1	2	3	4	Some small holes/pits
	0-1%	1-10%	10-30%	30-60%	>60%	Minor loose
ALLIGATOR CRACKING	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	Spalled and loose
	0	1	2	3	4	Spalled and tight
	0-1%	1-10%	10-30%	30-60%	>60%	Half line
PROFILE DISTORTION	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	With cracks & holes
	0	1	2	3	4	With cracking
	0-1%	1-10%	10-30%	30-60%	>60%	Plastic heaving
BLOCK CRACKING	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	> 1 cm. spalled
	0	1	2	3	4	0.5 - 1 cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 cm. or sealed
TRANSVERSE CRACKING	0	1	2	3	4	LENGTH
	0-1%	1-10%	10-30%	30-60%	>60%	> 5 cm. spalled full
	0	1	2	3	4	0.5-2.5 cm. spalled half
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 cm. sealed part
LONGITUDINAL CRACKING	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	> 2.5 cm. spalled
	0	1	2	3	4	0.5-2.5 cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 cm. or sealed
ROUTING	0	1	2	3	4	LENGTH
	0-1%	1-10%	10-30%	30-60%	>60%	> 2.5 cm. in depth
	0	1	2	3	4	1.5 - 2.5 cm.
	0-1%	1-10%	10-30%	30-60%	>60%	1.5 cm. in depth
EXCESS ASPHALT	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	Little visible under
	0	1	2	3	4	Wheel track smooth
	0-1%	1-10%	10-30%	30-60%	>60%	Occasional patches
BITUMINOUS PATCHING	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	Poor condition
	0	1	2	3	4	Fair condition
	0-1%	1-10%	10-30%	30-60%	>60%	Good condition
EDGE DETERIORATION	0	1	2	3	4	LENGTH
	0-1%	1-10%	10-30%	30-60%	>60%	Edge loose/missing
	0	1	2	3	4	Cracked edge lagged
	0-1%	1-10%	10-30%	30-60%	>60%	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	1	3	6	12		
0		Water may drain easily from pavement surface				
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR		
	0	3	6	9		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS		
	0	6	12	24		
REMARK :						





## INVENTORY DATA FORM

Street name: <u>PEDEC</u>		Section No.: <u>(73)</u>		DISTRESS POINTS		
From <u>PEDEC</u> To <u>General Avenue</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
29.9						
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	> 7.5 cm. in depth
	0-1%	1	2	5	8	2.5 - 7.5 cm.
RAVELING/WEATHERING	0	1	2	5	8	< 2.5 cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	Highly pitted/rough
ALLIGATOR CRACKING	0	1	2	5	8	Some small holes/cracks
	0-1%	1-10%	10-30%	30-60%	>60%	Minor loss
	0	3	6	15	24	AREA
PROFILE DISTORTION	0	1	2	5	8	Spalled and loose
	0-1%	1-10%	10-30%	30-60%	>60%	Spalled and loose
	0	3	6	15	24	Half line
BLOCK CRACKING	0	1	2	5	8	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	With cracks & holes
	0	3	6	15	24	With cracking
TRANSVERSE CRACKING	0	1	2	5	8	Plastic unsealing
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	> 1 cm. spalled
LONGITUDINAL CRACKING	0	1	2	5	8	0.5 - 1 cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 cm. or sealed
	0	3	6	15	24	LENGTH
RUTTING	0	1	2	5	8	> 2.5 cm. spalled full
	0-1%	1-10%	10-30%	30-60%	>60%	0.5 - 2.5 cm. spalled half
	0	3	6	15	24	< 0.5 cm. sealed part
EXCESS ASPHALT	0	1	2	5	8	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	> 2.5 cm. in depth
	0	3	6	15	24	1.5 - 2.5 cm.
BITUMINOUS PATCHING	0	1	2	5	8	1.5 cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	Little visible
EDGE DETERIORATION	0	1	2	5	8	Wheel track smooth
	0-1%	1-10%	10-30%	30-60%	>60%	Some small patches
	0	3	6	15	24	AREA
DRAINAGE	0	1	2	5	8	Poor condition
	0-1%	1-10%	10-30%	30-60%	>60%	Fair condition
	0	3	6	15	24	Good condition
PAYMENT SURFACE RETENTION	0	1	2	5	8	LENGTH
	0-1%	1-10%	10-30%	30-60%	>60%	Edg. loose/missing
	0	3	6	15	24	Cracked edge jagged
CONDITION OF GUTTER AND DRAIN CHANNEL OR SIDE DITCH	0	1	2	5	8	Cracked edge intact
	0-1%	1-10%	10-30%	30-60%	>60%	Percent of water retained on surface
	0	3	6	15	24	Water may drain easily from pavement surface
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	0	1	2	5	8	GOOD
	0-1%	1-10%	10-30%	30-60%	>60%	MODERATE
	0	3	6	15	24	POOR
REMARKS :	0	1	2	5	8	VERY POOR
	0-1%	1-10%	10-30%	30-60%	>60%	NEVER
	0	3	6	15	24	RARELY
	0	1	2	5	8	OCCASIONALLY
	0-1%	1-10%	10-30%	30-60%	>60%	ALWAYS
	0	3	6	15	24	

## INVENTORY DATA FORM

Street name: <u>PEDES</u>		Section No.: <u>(74)</u>		DISTRESS POINTS		
From <u>PEDES</u> To <u>SUPERIOR AVENUE</u>				PAYEMENT	DETRIMENT	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	
		29.9				
CONDITION	EXTENT					SEVERITY
POTHOLS	NONE	0-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	> 7.5 cm. in depth
	0-1%	2 ✓	4	10	18	2.5 - 7.5 cm.
	0	1	2	5	8	< 2.5 cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	Highly pitted/rough
	0-1%	2 ✓	4	10	18	Some small holes/cracks
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	Spalled and loose
	0-1%	2 ✓	4	10	18	Spalled and tight
	0	1	2	5	8	Half inch
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	With cracks & holes
	0-1%	2 ✓	4	10	18	With cracking
	0	1	2	5	8	Plastic heaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	> 1 cm. spalled
	0-1%	2 ✓	4	10	18	0.5 - 1 cm. spalled
	0	1	2	5	8	< 0.5 cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	6	15	24	> 2.5 cm. sealed full
	0-1%	2 ✓	4	10	18	0.5 - 2.5 cm. sealed half
	0	1	2	5	8	< 0.5 cm. sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	> 2.5 cm. spalled
	0-1%	2 ✓	4	10	18	0.5 - 2.5 cm. spalled
	0	1	2	5	8	< 0.5 cm. or sealed
PUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	6	15	24	> 2.5 cm. in depth
	0-1%	2 ✓	4	10	18	1.5 - 2.5 cm.
	0	1	2	5	8	1.5 cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	Little visible over
	0-1%	2 ✓	4	10	18	Minimal track smooth
	0	1	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	Poor condition
	0-1%	2 ✓	4	10	18	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	6	15	24	Edge loose/missing
	0-1%	2 ✓	4	10	18	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact
DRAINAGE						
PAYEMENT SURFACE RETENTION	<10%	10-30%	30-60%	60%	Percent of Water retained on surface	
	1	3	6	12		
0		Water may drain easily from pavement surface				
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR		
	0	3	6	9		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS		
	0	6	12	24		
REMARK :						

# INVENTORY DATA FORM

Street name : <u>REAR DEEPLOK</u> To <u>CIKAWENANG</u>		Section No. : <u>7</u>		DISTRESS POINTS		
Riding Quality		1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/>		PAVEMENT	DRAINAGE	
				<u>33.3</u>		
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7.5 cm. in depth
	0	1	2	3	4	2.5 - 7.5 cm.
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
	0	1	2	3	4	Some small hole/cracks
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
	0	1	2	3	4	Spalled and tight
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
	0	1	2	3	4	With cracking
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Plastic heaving
	0	1	2	3	4	AREA
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 cm. spalled
	0	1	2	3	4	0.5 - 1 cm. spalled
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 0.5 cm. or sealed
	0	1	2	3	4	LENGTH
PUTTING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 2.5 cm. in depth
	0	1	2	3	4	1.5 - 2.5 cm.
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible
	0	1	2	3	4	Wheel track smooth
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Good condition
	0	1	2	3	4	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	Edge loose/missing
	0	1	2	3	4	Cracked edge jagged
DRAINAGE						
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of water retained on surface	
	1	3	8	12		
Water may drain easily from pavement surface						
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERTICOR		
	0	3	8	9		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	BARELY	OCCASIONALLY	ALWAYS		
	0	8	12	24		

REMARK :

## INVENTORY DATA FORM

Street name : <u>                    </u>		Section No. : <u>2</u>		DISTRESS POINTS	
From <u>BENGAL</u> <u>BANGKOK</u> To <u>CHANGMAE</u>				PAVEMENT	DRAINAGE
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>
		39.9			
CONDITION	EXTENT				
	NONE	0-10%	10-30%	30-60%	>60%
POTHOLES	0	2 ✓	4	10 ✓	16
	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
RAVELING/WEATHERING	0	2	4 ✓	10	16
	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
ALLIGATOR CRACKING	0	2 ✓	4	10	16
	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
PROFILE DISTORTION	0	2	4 ✓	10	16
	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
BLOCK CRACKING	0	2 ✓	4	10	16
	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
TRANSVERSE CRACKING	0	2 ✓	4	10	16
	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
LONGITUDINAL CRACKING	0	2 ✓	4	10	16
	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
PUTTING	0	2	4 ✓	10	16
	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
EXCESS ASPHALT	0	2	4 ✓	10	16
	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
BITUMINOUS PATCHING	0	2	4 ✓	10	16
	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
EDGE DETERIORATION	0	2	4 ✓	10	16
	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	8	12	
	Water may drain easily from pavement surface				
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	
REMARK :					

# INVENTORY DATA FORM

Street name : <u>                    </u>		Section No. : <u>3</u>		DISTRESS POINTS	
From <u>PEKAS</u> <u>PAK POK</u> To <u>SIKANGKUNG</u>				PAVEMENT	DEADRAGE
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>
		5 <input type="checkbox"/>		91.9	
CONDITION	EXTENT				SEVERITY
POTHOLES	None	0-10%	10-30%	30-60%	>60%
	3	6	15	24	AREA
	0	2	4	10	> 1.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%
	3	6	15	24	AREA
	0	2	4	10	Highly pitted/rough
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
	3	6	15	24	Some small holes/slit
	0	2	4	10	Minor loose
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%
	3	6	15	24	AREA
	0	2	4	10	Spalled and loose
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
	3	6	15	24	Spalled and loose
	0	2	4	10	Half line
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
	3	6	15	24	AREA
	0	2	4	10	With cracks & holes
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
	3	6	15	24	With cracking
	0	2	4	10	Planckle paving
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%
	3	6	15	24	AREA
	0	2	4	10	> 1 Cm. spalled
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%
	3	6	15	24	0.5 - 1 Cm. spalled
	0	2	4	10	< 0.5 Cm. or sealed
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%
	3	6	15	24	LENGTH
	0	2	4	10	> 50cm spalled full
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%
	3	6	15	24	0.5-2.5 spalled half
	0	2	4	10	< 0.5cm spalled part
DRAINAGE	0-1%	1-10%	10-30%	30-60%	>60%
	3	6	15	24	AREA
	0	2	4	10	> 2.5 Cm. in depth
PAVEMENT SURFACE RETENTION	0-1%	1-10%	10-30%	30-60%	>60%
	3	6	15	24	AREA
	0	2	4	10	1.5 - 2.5 Cm. in depth
CONDITION OF CUTTER AND DRAINAGE CHANNEL OR SIDE DITCH	0-1%	1-10%	10-30%	30-60%	>60%
	3	6	15	24	AREA
	0	2	4	10	Little visible edge
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	0-1%	1-10%	10-30%	30-60%	>60%
	3	6	15	24	Wheel trench smooth
	0	2	4	10	Some small patches
REMARK :	0-1%	1-10%	10-30%	30-60%	>60%
	3	6	15	24	AREA
	0	2	4	10	Poor condition
PERCENT OF WATER RETAINED ON SURFACE	0-1%	1-10%	10-30%	30-60%	>60%
	3	6	15	24	AREA
	0	2	4	10	Good condition
GOOD CONDITION	0-1%	1-10%	10-30%	30-60%	>60%
	3	6	15	24	AREA
	0	2	4	10	Edge loose/missing
POOR CONDITION	0-1%	1-10%	10-30%	30-60%	>60%
	3	6	15	24	AREA
	0	2	4	10	Cracked edge jagged
VERY POOR CONDITION	0-1%	1-10%	10-30%	30-60%	>60%
	3	6	15	24	AREA
	0	2	4	10	Cracked edge intact
PERCENT OF WATER RETAINED ON SURFACE	0-1%	1-10%	10-30%	30-60%	>60%
	3	6	15	24	AREA
	0	2	4	10	Water only drain easily from pavement surface
GOOD	0-1%	1-10%	10-30%	30-60%	>60%
	3	6	15	24	AREA
	0	2	4	10	Water only drain easily from pavement surface
MODERATE	0-1%	1-10%	10-30%	30-60%	>60%
	3	6	15	24	AREA
	0	2	4	10	Water only drain easily from pavement surface
POOR	0-1%	1-10%	10-30%	30-60%	>60%
	3	6	15	24	AREA
	0	2	4	10	Water only drain easily from pavement surface
VERY POOR	0-1%	1-10%	10-30%	30-60%	>60%
	3	6	15	24	AREA
	0	2	4	10	Water only drain easily from pavement surface
OCCASIONALLY	0-1%	1-10%	10-30%	30-60%	>60%
	3	6	15	24	AREA
	0	2	4	10	Water only drain easily from pavement surface
ALWAYS	0-1%	1-10%	10-30%	30-60%	>60%
	3	6	15	24	AREA
	0	2	4	10	Water only drain easily from pavement surface

# INVENTORY DATA FORM

Street name : <u>                    </u> Section No. : <u>4</u>		DISTRESS POINTS PAVEMENT <u>580</u> DRAINAGE <u>          </u>				
From <u>DENGKAR</u> <u>DENGKAR</u> To <u>CIKANGKUNG</u>						
Riding Quality 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/>						
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 7.5 Cm. in depth
	1	2	4	10	18	2.5 - 7.5 cm
	2	1	2	5	8	< 2.5 cm in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Highly pitted/rough
	1	2	4	10	18	Some small hole/cracks
	2	1	2	5	8	Minor loose
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Spalled and loose
	1	2	4	10	18	Spalled and tight
	2	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	With cracks & holes
	1	2	4	10	18	With cracking
	2	1	2	5	8	Plastic warping
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 1 cm. spalled
	1	2	4	10	18	0.5 - 1 cm. spalled
	2	1	2	5	8	< 0.5 cm. or spalled
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	> 50cm spalled full
	1	2	4	10	18	0.5-2.5 spalled half
	2	1	2	5	8	< 0.5cm. sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 2.5 cm. spalled
	1	2	4	10	18	0.5-2.5 cm. spalled
	2	1	2	5	8	< 0.5 cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	> 2.5 cm. in depth
	1	2	4	10	18	1.5 - 2.5 cm.
	2	1	2	5	8	< 1.5 cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Visible visible under
	1	2	4	10	18	Wheel track smooth
	2	1	2	5	8	Areas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Poor condition
	1	2	4	10	18	Fair condition
	2	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	Edge loose/missing
	1	2	4	10	18	Cracked edge jagged
	2	1	2	5	8	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	1	3	6	12		
Water may drain easily from pavement surface						
CONDITION OF GUTTER AND DRAIN CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR		
	0	3	8	9		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	BARELY	OCCASIONALLY	ALWAYS		
	0	8	12	24		
REMARK :						

# INVENTORY DATA FORM

Street name : <u>C. K. A. P. O. N. G.</u>		Section No. : <u>1</u>		DISTRESS POINTS		
From <u>C. K. A. P. O. N. G.</u> To <u>P. I. C. A. N. G. S. A. M. B. O.</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	
		5 <input type="checkbox"/>	6 <input type="checkbox"/>	7 <input type="checkbox"/>	8 <input type="checkbox"/>	
CONDITION		EXTENT				SEVERITY
PITHOLES	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	> 1.5 Cm. in depth 2.5 - 7.5 Cm. < 2.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Highly raveled/rough Some small holes/pit Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Spalled and loose Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	With cracks & holes With cracking Plastic heaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	> 1 Cm. spalled 0.5 - 1 Cm. spalled < 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	> 2.5 Cm. spalled full 0.5 - 2.5 Cm. spalled half 0.5 Cm. sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	> 2.5 Cm. spalled 0.5 - 2.5 Cm. spalled 0.5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	4	> 2.5 Cm. in depth 1.5 - 2.5 Cm. 1.5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Little visible Wheel track smooth Worn small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Poor condition Fair condition Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	4	Edge loose/missing Cracked edge jagged Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
		1	3	6	12	
CONDITION OF GUTTER AND DRAINING CHANNEL OR SIDE DITCH		Water may drain easily from pavement surface				
		GOOD	MODERATE	POOR	VERY POOR	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN		NEVER				
		0	3	6	12	
REMARK :						

## INVENTORY DATA FORM

Street name : <u>                    </u>		Section No. : <u>2</u>		DISTRESS POINTS	
From <u>                    </u> To <u>                    </u>				PAVEMENT	DRAINAGE
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>
		39.0			
CONDITION	EXTENT				
	NONE	0-10%	10-30%	30-60%	>60%
POTHOLES	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
RAVELING/WEATHERING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
ALLIGATOR CRACKING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
PROFILE DISTORTION	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
BLOCK CRACKING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
TRANSVERSE CRACKING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
LONGITUDINAL CRACKING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
RUTTING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
EXCESS ASPHALT	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
BITUMINOUS PATCHING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
EDGE DETERIORATION	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
DRAINAGE					
PAVEMENT SURFACE RETENTION	Percent of Water retained on surface				
	<10%	10-30%	30-60%	>60%	
CONDITION OF GUTTER AND DRAIN CHANNEL OR SIDE DITCH	Water may drain easily from pavement surface				
	GOOD	MODERATE	POOR	VERY POOR	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN					
	NEVER	RARELY	OCCASIONALLY	ALWAYS	
REMARK :					



## INVENTORY DATA FORM

Street name : <u>                    </u>		Section No. : <u>17</u>		DISTRESS POINTS		
From <u>CHANDLER</u> To <u>PICKENS CANYON</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
48.5						
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7.5 cm. in depth
		2	4	10	16	2.5 - 7.5 cm.
	0	1	2	5	8	< 2.5 cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
	0	1	2	5	8	Good small hole/cracks
	0-1%	1-10%	10-30%	30-60%	>60%	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Sealed and loose
	0	1	2	5	8	Sealed and tight
	0-1%	1-10%	10-30%	30-60%	>60%	Half line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
	0	1	2	5	8	With cracking
	0-1%	1-10%	10-30%	30-60%	>60%	Plastic heaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 cm. sealed
	0	1	2	5	8	0.5 - 1 cm. sealed
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 50cm sealed full
	0	1	2	5	8	0.5-2.5 sealed half
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 2.5 cm sealed
	0	1	2	5	8	0.5-2.5 cm sealed
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2.5 cm. in depth
	0	1	2	5	8	1.5 - 2.5 cm.
	0-1%	1-10%	10-30%	30-60%	>60%	1.5 cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible over
	0	1	2	5	8	Wheel track smooth
	0-1%	1-10%	10-30%	30-60%	>60%	Good small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
	0	1	2	5	8	Fair condition
	0-1%	1-10%	10-30%	30-60%	>60%	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	Edge loose/cracking
	0	1	2	5	8	Cracked edge leaked
	0-1%	1-10%	10-30%	30-60%	>60%	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	1	3	8	12		
CONDITION OF GUTTER AND DRAIN CHANNEL OR SIDE DITCH	0	Water may drain easily from pavement surface				
	GOOD	MODERATE	POOR	VERY POOR		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	0	3	8	9		
	NEVER	RARELY	OCCASIONALLY	ALWAYS		
REMARK :	0	8	12	24		

## INVENTORY DATA FORM

Street name: <u>Cikande Kung</u>		Section No. <u>15</u>		DISTRESS POINTS		
From <u>Cikande Kung</u> To <u>Pleang Samor</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	> 7.5 cm in depth
	0-1%	1-10%	10-30%	30-60%	>60%	2.5 - 7.5 cm
	0	1	2	3	4	< 2.5 cm in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Highly pitted/rough
	0-1%	1-10%	10-30%	30-60%	>60%	Good small hole/pit
	0	1	2	3	4	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Spalled and loose
	0-1%	1-10%	10-30%	30-60%	>60%	Spalled and slight
	0	1	2	3	4	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	With cracks & holes
	0-1%	1-10%	10-30%	30-60%	>60%	With cracking
	0	1	2	3	4	Plastic warping
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	> 1 cm spalled
	0-1%	1-10%	10-30%	30-60%	>60%	0.5 - 1 cm spalled
	0	1	2	3	4	< 0.5 cm or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	4	> 2.5 cm spalled full
	0-1%	1-10%	10-30%	30-60%	>60%	0.5 - 2.5 cm spalled half
	0	1	2	3	4	< 0.5 cm or sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	> 2.5 cm spalled
	0-1%	1-10%	10-30%	30-60%	>60%	0.5 - 2.5 cm spalled
	0	1	2	3	4	< 0.5 cm or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	4	> 2.5 cm in depth
	0-1%	1-10%	10-30%	30-60%	>60%	1.5 - 2.5 cm
	0	1	2	3	4	1.5 cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Little visible edge
	0-1%	1-10%	10-30%	30-60%	>60%	Wheel track smooth
	0	1	2	3	4	Scrap small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Poor condition
	0-1%	1-10%	10-30%	30-60%	>60%	Fair condition
	0	1	2	3	4	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	4	Edge loose/missing
	0-1%	1-10%	10-30%	30-60%	>60%	Cracked edge jagged
	0	1	2	3	4	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
0		Water may drain easily from pavement surface				
CONDITION OF GUTTER AND DRAIN CHANNEL OR SIDE DITCH		GOOD	MODERATE	POOR	VERY POOR	
0		3	6	9		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN		NEVER	RARELY	OCCASIONALLY	ALWAYS	
0		3	12	24		

REMARK :

## INVENTORY DATA FORM

Street name : <u>CILANG KUNG</u>		Section No. <u>13</u>		DISTRESS POINTS		
From <u>CILANG KUNG</u> To <u>PISANG GAMBONG</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
		<u>24.7</u>				
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7.5 Cm. in depth
		2	4	10	16	2.5 - 7.5 Cm.
	0	1	2	5	8	<2.5 Cm. in depth
RAVELLING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
	0	2	4	10	16	Some small holes/cracks
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
	0	2	4	10	16	Spalled and light
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
	0	2	4	10	16	With cracking
	0	1	2	5	8	Plastic heaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 Cm. spalled
	0	2	4	10	16	0.5 - 1 Cm. spalled
	0	1	2	5	8	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	>2.5cm spalled full
	0	2	4	10	16	0.5-2.5 spalled half
	0	1	2	5	8	<0.5cm spalled part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 2.5 Cm. spalled
	0	2	4	10	16	0.5-2.5 Cm. spalled
	0	1	2	5	8	<0.5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2.5 Cm. in depth
	0	2	4	10	16	1.5 - 2.5 Cm.
	0	1	2	5	8	1.5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible edge
	0	2	4	10	16	Wheel track smooth
	0	1	2	5	8	Some seal patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
	0	2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	Edge loose/missing
	0	2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	0	1	3	6	12	
CONDITION OF GUTTER AND DRAIN CHANNEL OR SIDE DITCH		Water say drain easily from pavement surface				
	0	GOOD	MODERATE	POOR	VERY POOR	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN		NEVER				
	0	NEVER	RARELY	OCCASIONALLY	ALWAYS	
REMARK :						

## INVENTORY DATA FORM

Street name : _____		Section No. : <u>1</u>		DISTRESS POINTS		
From <u>CIRANGKING</u> To <u>PURANG SAMBO</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
CONDITION		EXTENT				SEVERITY
POTHOLES		NONE	0-10%	10-30%	30-60%	>60%
			3	8	15	24
			2 ✓	4	10	18
		0	1	2	3	4
		0-1%	1-10%	10-30%	30-60%	>60%
RAVELING/WEATHERING			3	8	15	24
			2 ✓	4	10	18
		0	1	2	3	4
		0-1%	1-10%	10-30%	30-60%	>60%
			3	8	15	24
ALLIGATOR CRACKING			3	8	15	24
			2 ✓	4	10	18
		0	1	2	3	4
		0-1%	1-10%	10-30%	30-60%	>60%
			3	8	15	24
PROFILE DISTORTION			3	8	15	24
			2 ✓	4	10	18
		0	1	2	3	4
		0-1%	1-10%	10-30%	30-60%	>60%
			3	8	15	24
BLOCK CRACKING			3	8	15	24
			2 ✓	4	10	18
		0	1	2	3	4
		0-1%	1-10%	10-30%	30-60%	>60%
			3	8	15	24
TRANSVERSE CRACKING			3	8	15	24
			2 ✓	4	10	18
		0 ✓	1	2	3	4
		0-1%	1-10%	10-30%	30-60%	>60%
			3	8	15	24
LONGITUDINAL CRACKING			3	8	15	24
			2 ✓	4	10	18
		0 ✓	1	2	3	4
		0-1%	1-10%	10-30%	30-60%	>60%
			3	8	15	24
RUTTING			3	8	15	24
			2 ✓	4	10	18
		0	1	2	3	4
		0-1%	1-10%	10-30%	30-60%	>60%
			3	8	15	24
EXCESS ASPHALT			3	8	15	24
			2 ✓	4	10	18
		0	1	2	3	4
		0-1%	1-10%	10-30%	30-60%	>60%
			3	8	15	24
BITUMINOUS PATCHING			3	8	15	24
			2 ✓	4	10	18
		0	1	2	3	4
		0-1%	1-10%	10-30%	30-60%	>60%
			3	8	15	24
EDGE DETERIORATION			3	8	15	24
			2 ✓	4	10	18
		0	1	2	3	4
		0-1%	1-10%	10-30%	30-60%	>60%
			3	8	15	24
DRAINAGE						
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
		1	3	8	12	
CONDITION OF GUTTER AND DRAINAGE CHANNEL OR SIDE DITCH		Water may drain easily from pavement surface				
		GOOD	MODERATE	POOR	VERY POOR	
		0	3	8	24	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN		ALWAYS				
		NEVER	RARELY	OCCASIONALLY	ALWAYS	
		0	6	12	24	
REMARK : _____						

## INVENTORY DATA FORM

Street name : <u>PIANAN</u>		Section No. : <u>1</u>		DISTRESS POINTS		
From <u>BARANGAY</u> To <u>BATU JAYA</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	
		23.8				
CONDITION	EXTENT					SEVERITY
POTHOLES	None	0-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 7.5 cm. in depth
	1	2	4	10	16	2.5 - 7.5 cm.
	2	1	2	5	8	< 2.5 cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Highly pitted/rough
	1	2	4	10	16	Some small holes/ruts
	2	1	2	5	8	Minor loose
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Spalled and loose
	1	2	4	10	16	Spalled and tight
	2	1	2	5	8	Half line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	With cracks & holes
	1	2	4	10	16	With cracking
	2	1	2	5	8	Plastic warping
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 1 cm. spalled
	1	2	4	10	16	0.5 - 1 cm. spalled
	2	1	2	5	8	< 0.5 cm. or spalled
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	> 2.5 cm. spalled full
	1	2	4	10	16	0.5 - 2.5 cm. spalled half
	2	1	2	5	8	< 0.5 cm. spalled part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 2.5 cm. spalled
	1	2	4	10	16	0.5 - 2.5 cm. spalled
	2	1	2	5	8	< 0.5 cm. or spalled
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	> 2.5 cm. in depth
	1	2	4	10	16	1.5 - 2.5 cm.
	2	1	2	5	8	< 1.5 cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Little visible edge
	1	2	4	10	16	Wheel track smooth
	2	1	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Poor condition
	1	2	4	10	16	Fair condition
	2	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	Edge loose/cracking
	1	2	4	10	16	Cracked edge jagged
	2	1	2	5	8	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	2	3	8	12		
CONDITION OF CUTTER AND DRAINAGE CHANNEL OR SIDE DITCH	Water may drain easily from pavement surface					
	GOOD	MODERATE	POOR	VERY POOR		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS		
	0	8	12	24		
REMARK :						

# INVENTORY DATA FORM

Street name : <u>PISANG SAMUD</u>		Section No. : <u>2</u>		DISTRESS POINTS		
From <u>PISANG SAMUD</u> To <u>BATU JAYA</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	> 7.5 cm. in depth
	1	2	4	10	16	2.5 - 7.5 cm.
	2	1	2	5	8	< 2.5 cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	Highly pitted/rough
	1	2	4	10	16	Good small hole/slit
	2	1	2	5	8	Minor loose
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	Spalled and loose
	1	2	4	10	16	Spalled and light
	2	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	With cracks & holes
	1	2	4	10	16	With cracking
	2	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	> 3 cm. spalled
	1	2	4	10	16	0.5 - 3 cm. spalled
	2	1	2	5	8	< 0.5 cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	6	15	24	> 2.5 cm. sealed full
	1	2	4	10	16	0.5 - 2.5 cm. sealed half
	2	1	2	5	8	< 0.5 cm. sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	> 2.5 cm. spalled
	1	2	4	10	16	0.5 - 2.5 cm. spalled
	2	1	2	5	8	< 0.5 cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	6	15	24	> 2.5 cm. in depth
	1	2	4	10	16	1.5 - 2.5 cm.
	2	1	2	5	8	< 1.5 cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	Little visible over
	1	2	4	10	16	Wheel track smooth
	2	1	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	Poor condition
	1	2	4	10	16	Fair condition
	2	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	6	15	24	Edge loose/missing
	1	2	4	10	16	Cracked edge jagged
	2	1	2	5	8	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
0		1	3	6	12	
		Water may drain easily from pavement surface				
CONDITION OF GUTTER AND DRAIN CHANNEL OR SIDE DITCH		GOOD	MODERATE	POOR	VERTICOR	
0		3	6	9		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN		NEVER	RARELY	OCCASIONALLY	ALWAYS	
0		6	12	24		
REMARK :						

# INVENTORY DATA FORM

Street name : <u>PIEANG SAMBO</u>		Section No. : <u>3</u>		DISTRESS POINTS		
From <u>PIEANG SAMBO</u> To <u>BAYU JAYA</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	
				23.2		
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7.5 cm. in depth
	0	1	2	5	8	2.5 - 7.5 cm
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
	0	1	2	5	8	Some small holes/rut
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
	0	1	2	5	8	Spalled and light
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
	0	1	2	5	8	With cracking
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 cm. spalled
	0	1	2	5	8	0.5 - 1 cm. spalled
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2.5 cm. spalled full
	0	1	2	5	8	0.5 - 2.5 cm. spalled half
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 2.5 cm. spalled
	0	1	2	5	8	0.5 - 2.5 cm. spalled
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2.5 cm. in depth
	0	1	2	5	8	1.5 - 2.5 cm
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible excess
	0	1	2	5	8	Wheel track smooth
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
	0	1	2	5	8	Fair condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
	0	1	2	5	8	Cracked edge jagged
DRAINAGE						
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of water retained on surface	
	3	5	8	12		
Water may drain easily from pavement surface						
CONDITION OF CUTTER AND DRAINS CHANNEL ON SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR		
	0	3	6	9		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS		
	0	6	12	24		
REMARK :						

# INVENTORY DATA FORM

Street name : <u>PIKANE SAMBO</u>		Section No. : <u>29</u>		DISTRESS POINTS		
From <u>PIKANE SAMBO</u> To <u>PAU JAYA</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
				20.7		
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7.5 cm. in depth
		2	4	10	16	2.5 - 7.5 cm.
	0	1	2	5	8	< 2.5 cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
RAVELING/WEATHERING		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/cracks
	0	1	2	5	8	Minor loss
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
ALLIGATOR CRACKING		2	4	10	16	Spalled and light
	0	1	2	5	8	hair line
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
PROFILE DISTORTION	0	1	2	5	8	Plastic heaving
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 cm. spalled
		2	4	10	16	0.5 - 1 cm. spalled
	0	1	2	5	8	< 0.5 cm. or sealed
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2.5 cm. spalled full
		2	4	10	16	0.5-2.5 cm. spalled half
	0	1	2	5	8	< 0.5 cm. sealed, part
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
TRANSVERSE CRACKING		3	6	15	24	> 2.5 cm. spalled
		2	4	10	16	0.5-2.5 cm. spalled
	0	1	2	5	8	< 0.5 cm. or sealed
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2.5 cm. in depth
LONGITUDINAL CRACKING		2	4	10	16	1.5 - 2.5 cm.
	0	1	2	5	8	1.5 cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible edge
		2	4	10	16	Minimal track smooth
PUTTING	0	1	2	5	8	Some small patches
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/heaving
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
BITUMINOUS PATCHING		3	6	15	24	Little visible edge
		2	4	10	16	Minimal track smooth
	0	1	2	5	8	Some small patches
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
EDGE DETERIORATION		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/heaving
		2	4	10	16	Cracked edge jagged
DRAINAGE	0	1	2	5	8	Cracked edge intact
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Percent of Water retained on surface
		2	4	10	16	Water may drain easily from pavement surface
	0	1	2	5	8	Water may drain easily from pavement surface
PAVEMENT SURFACE RETENTION		3	6	15	24	GOOD
		2	4	10	16	MODERATE
	0	1	2	5	8	POOR
	0-1%	1-10%	10-30%	30-60%	>60%	VERY POOR
		3	6	15	24	NEVER
CONDITION OF CUTTER AND DRAINS CHANNEL OR SIDE DITCH		2	4	10	16	RARELY
	0	1	2	5	8	OCCASIONALLY
	0-1%	1-10%	10-30%	30-60%	>60%	ALWAYS
		3	6	15	24	NEVER
		2	4	10	16	RARELY
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	0	1	2	5	8	OCCASIONALLY
	0-1%	1-10%	10-30%	30-60%	>60%	ALWAYS
		3	6	15	24	NEVER
		2	4	10	16	RARELY
	0	1	2	5	8	OCCASIONALLY

REMARK :



## INVENTORY DATA FORM

Street name : <u>PISANG SAMBO</u>		Section No. : <u>(3)</u>		DISTRESS POINTS		
From <u>PISANG SAMBO</u> To <u>BATU 74VA</u>				PAVEMENT	CEMENTAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	
		12.1				
CONDITION	EXTENT					SEVERITY
PITHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	< 7.5 Cm. in depth
		2	4	10	16	2.5 - 7.5 Cm.
	0	1	2	5	8	> 7.5 Cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
RAVELING/WEATHERING		3	8	15	24	Highly pitted/rough
		2	4	10	16	Some small pits/cracks
	0	1	2	5	8	Minor loose
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Gravelled and loose
ALLIGATOR CRACKING		2	4	10	16	Spalled and tight
	0	1	2	5	8	Half line
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
		2	4	10	16	With cracking
PROFILE DISTORTION	0	1	2	5	8	Plastic heaving
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled
		2	4	10	16	Spalled
	0	1	2	5	8	< 0.5 Cm. or sealed
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	< 1 Cm. spalled
		2	4	10	16	0.5 - 1 Cm. spalled
	0	1	2	5	8	< 0.5 Cm. or sealed
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
TRANSVERSE CRACKING		3	8	15	24	< 2.5 Cm. spalled
		2	4	10	16	0.5 - 2.5 Cm. spalled
	0	1	2	5	8	< 0.5 Cm. or sealed
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	< 2.5 Cm. spalled
LONGITUDINAL CRACKING		2	4	10	16	0.5 - 2.5 Cm. spalled
	0	1	2	5	8	< 0.5 Cm. or sealed
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	< 2.5 Cm. in depth
		2	4	10	16	< 2.5 Cm.
RUTTING	0	1	2	5	8	< 1.5 Cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible ruts
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Some small ruts
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
BITUMINOUS PATCHING		3	8	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact
	0-1%	1-10%	10-30%	30-60%	>60%	Percent of
		3	8	15	24	Water retained
PAVEMENT SURFACE RETENTION		2	4	10	16	on surface
	0	1	2	5	8	Water may drain easily from pavement surface
	0-1%	1-10%	10-30%	30-60%	>60%	GOOD
		3	8	15	24	MODERATE
		2	4	10	16	POOR
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH		3	8	15	24	VERY POOR
	0	1	2	5	8	
	0-1%	1-10%	10-30%	30-60%	>60%	
		3	8	15	24	
		2	4	10	16	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN		3	8	15	24	
	0	1	2	5	8	
	0-1%	1-10%	10-30%	30-60%	>60%	
		3	8	15	24	
		2	4	10	16	
REMARK :						

## INVENTORY DATA FORM

Street name : <u>PISANG KAMPONG</u>		Section No. : <u>6</u>		DISTRESS POINTS	
From <u>PISANG KAMPONG</u> To <u>BATU JAYA</u>				PAVEMENT	DRAINAGE
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>
CONDITION		EXTENT			
POTHOLES	None	0-10%	10-30%	30-60%	>60%
	0	3	8	15	24
	1	2	4	10	16
	2	1	2	5	8
AREA					
> 7.5 cm. in depth					
2.5 - 7.5 cm.					
< 2.5 cm. in depth					
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
	1	2	4	10	16
	2	1	2	5	8
AREA					
Highly pitted/rough					
Some small hole/pit					
Minor loss					
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
	1	2	4	10	16
	2	1	2	5	8
AREA					
Spalled and loose					
Spalled and tight					
Hair line					
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
	1	2	4	10	16
	2	1	2	5	8
AREA					
With cracks & holes					
With cracking					
Plastic heaving					
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
	1	2	4	10	16
	2	1	2	5	8
AREA					
> 1 cm. spalled					
0.5 - 1 cm. spalled					
< 0.5 cm. or sealed					
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
	1	2	4	10	16
	2	1	2	5	8
LENGTH					
> 2.5 cm. spalled full					
0.5 - 2.5 cm. spalled half					
< 0.5 cm. sealed part					
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
	1	2	4	10	16
	2	1	2	5	8
AREA					
> 2.5 cm. spalled					
0.5 - 2.5 cm. spalled					
< 0.5 cm. or sealed					
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
	1	2	4	10	16
	2	1	2	5	8
LENGTH					
> 2.5 cm. in depth					
1.5 - 2.5 cm.					
< 1.5 cm. in depth					
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
	1	2	4	10	16
	2	1	2	5	8
AREA					
Little visible edge					
Wheel track smooth					
Some small patches					
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
	1	2	4	10	16
	2	1	2	5	8
LENGTH					
Poor condition					
Fair condition					
Good condition					
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
	1	2	4	10	16
	2	1	2	5	8
LENGTH					
Edge loose/missing					
Cracked edge jagged					
Cracked edge intact					
DRAINAGE					
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%
0		1	3	8	12
Water may drain easily from pavement surface					
CONDITION OF GUTTER AND DRAINING CHANNEL OR SIDE DITCH		GOOD	MODERATE	POOR	VERY POOR
0		3	8	12	
OCCURRENCE OF INFILTRATION BY WATER AFTER RAIN		NEVER	RARELY	OCCASIONALLY	ALWAYS
0		8	12	24	
REMARK :					

## INVENTORY DATA FORM

Street name : <u>PISANG SAMBO</u>		Section No. : <u>2</u>		DISTRESS POINTS		
From <u>PISANG SAMBO</u> To <u>BATU JAYA</u>				PAVEMENT	DERAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	
		50.0				
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7.5 Cm. in depth
		2	4	10	16	2.5 - 7.5 Cm.
	0	1	2	5	8	< 2.5 Cm. in depth
PAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
	0	1	2	5	8	Some small holes/pits
	0-1%	1-10%	10-30%	30-60%	>60%	Minor loss
ALLIGATOR CRACKING	0	1	2	5	8	AREA
		3	6	15	24	Spalled and loose
	0	1	2	5	8	Spalled and slight
	0-1%	1-10%	10-30%	30-60%	>60%	Half line
PROFILE DISTORTION	0	1	2	5	8	AREA
		3	6	15	24	With cracks & holes
	0	1	2	5	8	With cracking
	0-1%	1-10%	10-30%	30-60%	>60%	Plastic swelling
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
	0	1	2	5	8	0.5 - 1 Cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0	1	2	5	8	LENGTH
		3	6	15	24	> 2.5 Cm. spalled full
	0	1	2	5	8	0.5 - 2.5 spalled half
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 Cm. sealed part
LONGITUDINAL CRACKING	0	1	2	5	8	AREA
		3	6	15	24	> 2.5 Cm. spalled
	0	1	2	5	8	0.5 - 2.5 Cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2.5 Cm. in depth
	0	1	2	5	8	1.5 - 2.5 Cm.
	0-1%	1-10%	10-30%	30-60%	>60%	1.5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible and
	0	1	2	5	8	Wheel track smooth
	0-1%	1-10%	10-30%	30-60%	>60%	Some small patches
BITUMINOUS PATCHING	0	1	2	5	8	AREA
		3	6	15	24	Poor condition
	0	1	2	5	8	Fair condition
	0-1%	1-10%	10-30%	30-60%	>60%	Good condition
EDGE DETERIORATION	0	1	2	5	8	LENGTH
		3	6	15	24	Edge loose/missing
	0	1	2	5	8	Cracked edge jagged
	0-1%	1-10%	10-30%	30-60%	>60%	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	1	3	6	12		
0		Water may drain easily from pavement surface				
CONDITION OF CUTTER AND DRAIN CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR		
	0	3	6	9		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	BARELY	OCCASIONALLY	ALWAYS		
	0	6	12	24		
REMARK :						

# INVENTORY DATA FORM

Street name : <u>PISANG SAMBO</u>		Section No. : <u>8</u>		DISTRESS POINTS PAVEMENT : <u>16.6</u>		DRAINAGE : <u>      </u>	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>	
CONDITION	EXTENT					SEVERITY	
POTHOLES	None	0-10%	10-30%	30-60%	>60%	AREA	
	0	3	6	15	24	> 7.5 cm. in depth	
	0	2	4	10	16	2.5 - 7.5 cm.	
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA	
	0	3	6	15	24	Highly pitted/rough	
	0	2	4	10	16	Some small hole/pit	
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA	
	0	3	6	15	24	Spalled and loose	
	0	2	4	10	16	Spalled and slight	
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA	
	0	3	6	15	24	With cracks & holes	
	0	2	4	10	16	With cracking	
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA	
	0	3	6	15	24	1 cm. or less	
	0	2	4	10	16	0.5 - 1 cm. spalled	
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH	
	0	3	6	15	24	> 50cm spalled full	
	0	2	4	10	16	0.5-2.5 spalled half	
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA	
	0	3	6	15	24	2.5 cm spalled	
	0	2	4	10	16	0.5-2.5 cm spalled	
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH	
	0	3	6	15	24	2.5 cm in depth	
	0	2	4	10	16	1.5 - 2.5 cm	
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA	
	0	3	6	15	24	Little visible	
	0	2	4	10	16	Wheel track smooth	
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA	
	0	3	6	15	24	Large small patches	
	0	2	4	10	16	Poor condition	
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH	
	0	3	6	15	24	Edge loose/missing	
	0	2	4	10	16	Cracked edge jagged	
DRAINAGE		0	1	2	3	Cracked edge intact	
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
0		1	3	6	12		
CONDITION OF GUTTER AND DRAINING CHANNEL ON SIDE DITCH		Water may drain easily from pavement surface					
0		GOOD	MODERATE	POOR	VERY POOR		
0			3	6	8		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN		NEVER					
0		RARELY					
		OCCASIONALLY					
		ALWAYS					
0		8					
		12					
		24					
REMARK :							

## INVENTORY DATA FORM

Street name : <u>PISAWA</u>		Section No. : <u>27</u>		DISTRESS POINTS		
From <u>PISAWA</u> To <u>BATU JAYA</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	
		5 <input type="checkbox"/>		19.2		
CONDITION	EXTENT					SEVERITY
PITHOLES	None	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7.5 cm. in depth
		2	4	10	18	2.5 - 7.5 cm
	0 ✓	1	2	5	8	< 2.5 cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
PAVELING/WEATHERING		3	6	15	24	Highly pitted/rough
		2	4	10	18	Some small hole/pit
	0	1	2	5	8	Minor loss
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
ALLIGATOR CRACKING		2	4	10	18	Spalled and slight
	0	1	2	5	8	Half in
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	18	With cracking
PROFILE DISTORTION	0	1	2	5	8	Plastic heaving
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 cm. spalled
	0	1	2	5	8	0.5 - 1 cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
TRANSVERSE CRACKING		3	6	15	24	> 2.5 cm. spalled full
		2	4	10	18	0.5 - 2.5 cm. spalled half
	0	1	2	5	8	< 0.5 cm. or sealed
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2.5 cm. spalled full
LONGITUDINAL CRACKING		2	4	10	18	0.5 - 2.5 cm. spalled half
	0	1	2	5	8	< 0.5 cm. or sealed
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2.5 cm. in depth
		2	4	10	18	1.5 - 2.5 cm
RUTTING	0	1	2	5	8	> 2.5 cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Cut in visible under
	0	1	2	5	8	Wheel track smooth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
EXCESS ASPHALT		3	6	15	24	Good condition
		2	4	10	18	Fair condition
	0 ✓	1	2	5	8	Good condition
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
BITUMINOUS PATCHING		2	4	10	18	Cracked edge jagged
	0 ✓	1	2	5	8	Cracked edge intact
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Percent of water retained on surface
		2	4	10	18	Water may drain easily from pavement surface
EDGE DETERIORATION		3	6	15	24	GOOD
		2	4	10	18	MODERATE
	0	1	2	5	8	POOR
	0-1%	1-10%	10-30%	30-60%	>60%	VERY POOR
		3	6	15	24	NEVER
DRAINAGE		2	4	10	18	RARELY
	0	1	2	5	8	OCCASIONALLY
		3	6	15	24	ALWAYS
		2	4	10	18	Percent of water retained on surface
		3	6	15	24	Water may drain easily from pavement surface
PAVEMENT SURFACE RETENTION		3	6	15	24	GOOD
		2	4	10	18	MODERATE
	0	1	2	5	8	POOR
	0-1%	1-10%	10-30%	30-60%	>60%	VERY POOR
		3	6	15	24	NEVER
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH		2	4	10	18	RARELY
	0 ✓	1	2	5	8	OCCASIONALLY
	0-1%	1-10%	10-30%	30-60%	>60%	ALWAYS
		3	6	15	24	Percent of water retained on surface
		2	4	10	18	Water may drain easily from pavement surface
OCCURENCE OF INUNDATION BY WATER AFTER RAIN		3	6	15	24	GOOD
		2	4	10	18	MODERATE
	0	1	2	5	8	POOR
	0-1%	1-10%	10-30%	30-60%	>60%	VERY POOR
		3	6	15	24	NEVER
REMARK :		2	4	10	18	RARELY
	0	1	2	5	8	OCCASIONALLY
	0-1%	1-10%	10-30%	30-60%	>60%	ALWAYS
		3	6	15	24	Percent of water retained on surface
		2	4	10	18	Water may drain easily from pavement surface

## INVENTORY DATA FORM

Street name : <u>PISANA</u>		Section No. : <u>22</u>		DISTRESS POINTS		
From <u>SUMBO</u> To <u>BATU JAYA</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	
		23.8				
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	1.5 Cm. in depth
		2	4	10	16	2.5 - 7.5 Cm.
	0	1	2	5	8	12.5 Cm. in depth
PAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
	0	1	2	5	8	Some small hole/pit
	0-1%	1-10%	10-30%	30-60%	>60%	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
	0	1	2	5	8	Spalled and light
	0-1%	1-10%	10-30%	30-60%	>60%	Half line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
	0	1	2	5	8	With cracking
	0-1%	1-10%	10-30%	30-60%	>60%	Planitic heaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	1 Cm. spalled
	0	1	2	5	8	0.5 - 1 Cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	2.5 Cm. spalled, full
	0	1	2	5	8	0.5 - 2.5 spalled, half
	0-1%	1-10%	10-30%	30-60%	>60%	0.5 Cm. sealed, part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	2.5 Cm. spalled
	0	1	2	5	8	0.5 - 2.5 Cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	0.5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	2.5 Cm. in depth
	0	1	2	5	8	1.5 - 2.5 Cm.
	0-1%	1-10%	10-30%	30-60%	>60%	1.5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible over
	0	1	2	5	8	Wheel track smooth
	0-1%	1-10%	10-30%	30-60%	>60%	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
	0	1	2	5	8	Fair condition
	0-1%	1-10%	10-30%	30-60%	>60%	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/cracking
	0	1	2	5	8	Cracked edge loaded
	0-1%	1-10%	10-30%	30-60%	>60%	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	1	2	3	12		
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	Water may drain easily from pavement surface					
	GOOD	MODERATE		POOR	VERY POOR	
OCCURRENCE OF INFILTRATION BY WATER AFTER RAIN	NEVER		OCCASIONALLY		ALWAYS	
	0	6		12	24	
REMARK :						

# INVENTORY DATA FORM

Street Name : <u>                    </u>		Section No. : <u>4</u>		DISTRESS POINTS		
From <u>BATU JAYA</u> To <u>TANAH BAKU</u>				PAVEMENT	DRAINAGE	
Riding Quality 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/>				24.6		
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7.5 cm. in depth
	0	2 ✓	4	10	18	2.5 - 7.5 cm.
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
	0	2 ✓	4	10	18	Some small holes/ruts
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
	0	2 ✓	4	10	18	Spalled and light
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
	0	2 ✓	4	10	18	With cracking
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Plastic heaving
	0	2 ✓	4	10	18	
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2.5 cm. spalled full
	0	2 ✓	4	10	18	0.5-2.5 cm. spalled half
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 2.5 cm. spalled
	0	2 ✓	4	10	18	0.5-2.5 cm. spalled
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2.5 cm. in depth
	0	2 ✓	4	10	18	1.5 - 2.5 cm.
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible edge
	0	2 ✓	4	10	18	Wheel track smooth
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Good condition
	0	2 ✓	4	10	18	Fair condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
	0	2 ✓	4	10	18	Cracked edge jagged
DRAINAGE						
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	1	3	6	12		
Water may drain easily from pavement surface						
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR		
	0	3	6	9		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS		
	0	6	12	24		
REMARK :						

## INVENTORY DATA FORM

Street name : <u>DAU JAYA</u>		Section No. : <u>2</u>		DISTRESS POINTS		
From <u>DAU JAYA</u> To <u>TANAH BARU</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	
		5 <input type="checkbox"/>				
CONDITION	EXTENT				SEVERITY	
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	
	0	3	8	15	24	
	1	2	4	10	16	
	2	1	2	5	8	
	0-1%	1-10%	10-30%	30-60%	>60%	
	0	3	8	15	24	
	1	2	4	10	16	
	2	1	2	5	8	
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	
0	3	8	15	24		
1	2	4	10	16		
2	1	2	5	8		
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	
0	3	8	15	24		
1	2	4	10	16		
2	1	2	5	8		
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	
0	3	8	15	24		
1	2	4	10	16		
2	1	2	5	8		
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	
0	3	8	15	24		
1	2	4	10	16		
2	1	2	5	8		
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	
0	3	8	15	24		
1	2	4	10	16		
2	1	2	5	8		
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	
0	3	8	15	24		
1	2	4	10	16		
2	1	2	5	8		
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	
0	3	8	15	24		
1	2	4	10	16		
2	1	2	5	8		
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	
0	3	8	15	24		
1	2	4	10	16		
2	1	2	5	8		
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	
0	3	8	15	24		
1	2	4	10	16		
2	1	2	5	8		
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	
0	3	8	15	24		
1	2	4	10	16		
2	1	2	5	8		
DRAINAGE						
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
0	1	3	8	12		
1	Water may drain easily from pavement surface					
2						
CONDITION OF GUTTER AND DRAINING CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERTICAL		
0	3	8	9			
1						
2						
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ACQUITS		
0	8	12	24			
1						
2						
REMARK :						



# INVENTORY DATA FORM

Street name: <u>BAJU JAYA</u>		Section No.: <u>3</u>		DISTRESS POINTS		
From <u>BAJU JAYA</u> To <u>TANAH BARU</u>				PAVEMENT	DRAINAGE	
Riding Quality: 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/>				3C,1		
CONDITION	EXTENT					SEVERITY
PITHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	> 7.5 Cm. in depth
	0	1	2	3	4	2.5 - 7.5 cm
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Highly pitted/rough
	0	1	2	3	4	Open small hole/cracks
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Minor loss
	0	1	2	3	4	Spalled and loose
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Spalled and tight
	0	1	2	3	4	Half line
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	With cracks & holes
	0	1	2	3	4	With cracking
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	4	Plastic heaving
	0	1	2	3	4	AREA
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	4	> 1 Cm. spalled
	0	1	2	3	4	0.5 - 1 Cm. spalled
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	4	> 0.5 Cm. or spalled
	0	1	2	3	4	> 0.5 Cm. or spalled
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	4	> 0.5 Cm. or spalled
	0	1	2	3	4	> 0.5 Cm. or spalled
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	4	> 0.5 Cm. or spalled
	0	1	2	3	4	> 0.5 Cm. or spalled
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	4	> 0.5 Cm. or spalled
	0	1	2	3	4	> 0.5 Cm. or spalled
DRAINAGE						
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
0		1	2	3	4	
CONDITION OF GUTTER AND DRAIN CHANNEL OR SIDE DITCH		Water may drain easily from pavement surface				
0		GOOD	MODERATE	POOR	VERY POOR	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN		NEVER RARELY OCCASIONALLY ALWAYS				
0		1	2	3	4	

REMARK :

## INVENTORY DATA FORM

Street name : <u>BATU AJA</u> Section No. : <u>2</u>		DISTRESS POINTS PAVEMENT <u>30,8</u> DRAINAGE <u>    </u>				
From <u>BATU AJA</u> To <u>JAYAH BARU</u>						
Riding Quality 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/>						
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 2.5 cm in depth
	0	2	4	10	18	2.5 - 7.5 cm
RAVELLING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
	0	2	4	10	18	Some small holes/cracks
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
	0	2	4	10	18	Spalled and slight
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
	0	2	4	10	18	With cracking
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
	0	2	4	10	18	With cracking
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
	0	2	4	10	18	With cracking
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
	0	2	4	10	18	With cracking
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
	0	2	4	10	18	With cracking
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
	0	2	4	10	18	With cracking
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
	0	2	4	10	18	With cracking
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
	0	2	4	10	18	With cracking
DRAINAGE						
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	1	3	6	12		
Water may drain easily from pavement surface						
CONDITION OF GUTTER AND DRAINAGE CHANNEL ON SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR		
	0	3	6	9		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS		
	0	6	12	24		

REMARK :

## INVENTORY DATA FORM

Street name: <u>BATU JAYA</u>		Section No.: <u>5</u>		DISTRESS POINTS	
From <u>BATU JAYA</u> To <u>TANAH BAKU</u>				PAVEMENT	DRAINAGE
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>
		29.0			
CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	1	2	4	10	16
	2	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	1	2	4	10	16
	2	1	2	5	8
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%
0	3	6	15	24	
1	2	4	10	16	
2	1	2	5	8	
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
0	3	6	15	24	
1	2	4	10	16	
2	1	2	5	8	
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%
0	3	6	15	24	
1	2	4	10	16	
2	1	2	5	8	
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
0	3	6	15	24	
1	2	4	10	16	
2	1	2	5	8	
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
0	3	6	15	24	
1	2	4	10	16	
2	1	2	5	8	
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
0	3	6	15	24	
1	2	4	10	16	
2	1	2	5	8	
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%
0	3	6	15	24	
1	2	4	10	16	
2	1	2	5	8	
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%
0	3	6	15	24	
1	2	4	10	16	
2	1	2	5	8	
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%
0	3	6	15	24	
1	2	4	10	16	
2	1	2	5	8	
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%
0	3	6	15	24	
1	2	4	10	16	
2	1	2	5	8	
DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
0	1	3	6	12	
Water may drain easily from pavement surface					
CONDITION OF GUTTER AND DRAINING CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
0	3	6	9		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
0	6	12	24		
REMARKS :					

# INVENTORY DATA FORM

Street name : <u>DAU JAYA</u>		Section No. : <u>6</u>		DISTRESS POINTS	
From <u>DAU JAYA</u> To <u>TANAH BARU</u>				PAVEMENT	DRAINAGE
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>
		30,3			
CONDITION	EXTENT				
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%
	0	3	8	15	24
	1	2	4	10	18
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
	1	2	4	10	18
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
	1	2	4	10	18
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
	1	2	4	10	18
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
	1	2	4	10	18
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
	1	2	4	10	18
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
	1	2	4	10	18
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
	1	2	4	10	18
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
	1	2	4	10	18
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
	1	2	4	10	18
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	8	15	24
	1	2	4	10	18
DRAINAGE					
PAVEMENT SURFACE RETENTION					Percent of Water retained on surface
	0	1	3	8	12
CONDITION OF CUTTER AND DRAINS CHANNEL OR SIDE DITCH	Water may drain easily from pavement surface				
	GOOD	MODERATE			POOR
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN					
	NEVER	RARELY			OCCASIONALLY
					24

REMARK :

## INVENTORY DATA FORM

Street name: <u>SATU JAYA</u>		Section No.: <u>7</u>		DISTRESS POINTS	
From <u>SATU JAYA</u> To <u>TANAH BARU</u>				PAVEMENT	DRAINAGE
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>
		92.6			
CONDITION	EXTENT				
	NONE	0-10%	10-30%	30-60%	>60%
POTHOLES	0	3	6	15	24
	0	2	4	10	18
	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
RAVELING/WEATHERING	0	3	6	15	24
	0	2	4	10	18
	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
ALLIGATOR CRACKING	0	3	6	15	24
	0	2	4	10	18
	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
PROFILE DISTORTION	0	3	6	15	24
	0	2	4	10	18
	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
BLOCK CRACKING	0	3	6	15	24
	0	2	4	10	18
	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
TRANSVERSE CRACKING	0	3	6	15	24
	0	2	4	10	18
	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
LONGITUDINAL CRACKING	0	3	6	15	24
	0	2	4	10	18
	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
RUTTING	0	3	6	15	24
	0	2	4	10	18
	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
EXCESS ASPHALT	0	3	6	15	24
	0	2	4	10	18
	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
BITUMINOUS PATCHING	0	3	6	15	24
	0	2	4	10	18
	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
EDGE DETERIORATION	0	3	6	15	24
	0	2	4	10	18
	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF CUTTER AND DRAINING CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	SOMETIMES	
	0	6	12	24	
REMARK :					

# INVENTORY DATA FORM

Street name : <u>From BATU LAYA</u> To <u>TANAH BARU</u>		Section No. : <u>12</u>		DISTRESS POINTS PAVEMENT <u>35.2</u> DRAINAGE <u>    </u>		
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7.5 cm. in depth
		2 ✓	4	10	16	2.5 - 7.5 cm
	0	1	2	5 ✓	8	< 2.5 cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
		2	4	10	16	Some small holes/pits
	0	1	2 ✓	5	8	Minor loose
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5 ✓	8	Hair fine
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✓	5	8	Planitic uneven
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 cm. spalled
		2	4	10	16	0.5 - 1 cm. spalled
	0	1 ✓	2	5	8	< 0.5 cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2.5 cm. spalled full
		2	4	10	16	0.5 - 2.5 cm. spalled half
	0	1	2 ✓	5	8	< 0.5 cm. sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 2.5 cm. spalled
		2	4	10	16	0.5 - 2.5 cm. spalled
	0 ✓	1	2	5	8	< 0.5 cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2.5 cm. in depth
		2	4	10	16	1.5 - 2.5 cm
	0	1	2 ✓	5	8	< 1.5 cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible over
		2	4	10	16	Wheel track smooth
	0	1 ✓	2	5	8	Occasional patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
		2	4	10	16	Fair condition
	0 ✓	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	Edge loose/misalign
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	1	3	6	12		
CONDITION OF GUTTER AND DRAIN CHANNEL OR SIDE DITCH	Water may drain easily from pavement surface					
	GOOD	MODERATE	POOR	VERT POOR		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER		RARELY		OCCASIONALLY	ALWAYS
	0	6	12	24		

REMARK :

## INVENTORY DATA FORM

Street name: <u>PAU JAYA</u>		Section No.: <u>13</u>		DISTRESS POINTS	
From <u>PAU JAYA</u> To <u>TANAH BAKU</u>				PAYEMENT	DRAINAGE
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>
		91.2			
CONDITION	EXTENT				
	NONE	0-10%	10-30%	30-60%	>60%
POTHOLES	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
RAVELING/WEATHERING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
ALLIGATOR CRACKING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
PROFILE DISTORTION	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
BLOCK CRACKING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
TRANSVERSE CRACKING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
LONGITUDINAL CRACKING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
RUTTING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
EXCESS ASPHALT	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
BITUMINOUS PATCHING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
EDGE DETERIORATION	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
DRAINAGE					
PAYEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
CONDITION OF CUTTER AND DRAINS CHANNEL OR SIDE DITCH	Water may drain easily from pavement surface				
	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	
REMARK:					

## INVENTORY DATA FORM

Street name : <u>DAU JAYA</u>		Section No. : <u>14</u>		DISTRESS POINTS		
From <u>DAU JAYA</u> To <u>TANAH BARRU</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	17.5 cm. in depth 2.5 - 1.5 cm 12.5 cm in depth
RAVELLING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Highly pitted/rough Some small holes/cracks Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Spalled and loose Spalled and slight hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	With cracks & holes With cracking Pinnate heaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	> 1 cm. spalled 0.5 - 1 cm. spalled < 0.5 cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	4	> 2.5 cm. spalled full 0.5 - 2.5 cm. spalled half < 0.5 cm. sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	> 2.5 cm. spalled 0.5 - 2.5 cm. spalled < 0.5 cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	4	> 2.5 cm. in depth 1.5 - 2.5 cm 1.5 cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Little visible, after wheel track smooth Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Poor condition Fair condition Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	4	Edge loose/mining Cracked edge jagged Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%	Percent of water retained on surface
0		1	2	3	4	Water may drain easily from pavement surface
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH		GOOD	MODERATE	POOR	VERY POOR	
0		1	2	3	4	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN		NEVER	RARELY	OCCASIONALLY	ALWAYS	
0		1	2	3	4	
REMARK :						



# INVENTORY DATA FORM

Street name: <u>BAU 1878</u>		Section No. <u>15</u>		DISTRESS POINTS		
From <u>BAU 1878</u> To <u>TANAH BARU</u>				PAVEMENT	DRAINAGE	
Riding Quality <u>1</u> <input type="checkbox"/> <u>2</u> <input type="checkbox"/> <u>3</u> <input type="checkbox"/> <u>4</u> <input type="checkbox"/> <u>5</u> <input type="checkbox"/>				<u>29.5</u>		
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7.5 Cm. in depth
	0	2 ✓	4	10	16	2.5 - 7.5 Cm.
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
	0	2 ✓	4	10	16	Good small hole/pit
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
	0	2 ✓	4	10	16	Spalled and light
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
	0	2 ✓	4	10	16	With cracking
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Plastic warping
	0	2 ✓	4	10	16	AREA
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2.5cm spalled full
	0	2 ✓	4	10	16	0.5-2.5 spalled half
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 2.5 cm spalled
	0	2 ✓	4	10	16	0.5-2.5 cm spalled
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2.5 cm in depth
	0	2 ✓	4	10	16	1.5 - 2.5 cm
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible agg.
	0	2 ✓	4	10	16	Wheel track smooth
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Good small patches
	0	2 ✓	4	10	16	AREA
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Poor condition
	0	2 ✓	4	10	16	Fair condition
DRAINAGE	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Good condition
	0	2 ✓	4	10	16	Cracked edge jagged
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	1	3	6	12		
CONDITION OF CUTTER AND DRAINS CHANNEL OR SIDE DITCH	Water may drain easily from pavement surface					
	GOOD	MODERATE	POOR	VERY POOR		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER					
	0	3	6	12	24	

REMARK :



# INVENTORY DATA FORM

Street name : <u>                    </u> Section No. : <u>2</u>		DISTRESS POINTS				
From <u>JANAY BAY</u> To <u>RAMPING FALLS</u>		PAVEMENT	DRAINAGE			
Riding Quality 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/>		<u>12.1</u>	<input type="checkbox"/>			
CONDITION	EXTENT				SEVERITY	
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AKRA
		3	8	15	24	> 7.5 Cm. in depth
		2	4	10	16	2.5 - 7.5 Cm.
	0	1	2	5	8	< 2.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AKRA
		3	8	15	24	Highly pitted/rough
		2	4	10	16	Gone small hole/slit
	0	1	2	5	8	Minor loose
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AKRA
		3	8	15	24	Spalled and loose
		2	4	10	16	Spalled and light
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AKRA
		3	8	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AKRA
		3	8	15	24	> 1 Cm. spalled
		2	4	10	16	0.5 - 1 Cm. spalled
	0	1	2	5	8	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AKRA
		3	8	15	24	> 2.5 Cm. spalled full
		2	4	10	16	0.5 - 2.5 Cm. spalled half
	0	1	2	5	8	< 0.5 Cm. sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AKRA
		3	8	15	24	> 2.5 Cm. spalled
		2	4	10	16	0.5 - 2.5 Cm. spalled
	0	1	2	5	8	< 0.5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	AKRA
		3	8	15	24	> 2.5 Cm. in depth
		2	4	10	16	1.5 - 2.5 Cm.
	0	1	2	5	8	< 1.5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AKRA
		3	8	15	24	Little visible over
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Scrap small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AKRA
		3	8	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	AKRA
		3	8	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	1	3	8	12		
CONDITION OF GUTTER AND DRAINAGE CHANNEL OR SIDE DITCH	Water may drain easily from pavement surface					
	GOOD	MODERATE	POOR	VERY POOR		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER					
	0	3	8	12	24	
REMARK :						

# INVENTORY DATA FORM

Street name : <u>TANAH BAKU</u> Section No. <u>2</u>		DISTRESS POINTS PAVEMENT <u>19.6</u> DRAINAGE <u>    </u>				
From <u>TANAH BAKU</u> To <u>KAMPUNG BAYAN</u>						
Riding Quality <u>1</u> <u>2</u> <u>3</u> <u>4</u> <u>5</u>						
CONDITION	EXTENT				SEVERITY	
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	> 7.5 cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	2.5 - 7.5 cm
PAVELING/WEATHERING	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	Highly pitted/rough
	0	1	2	3	4	Some small hole/pit
ALLIGATOR CRACKING	0	1	2	3	4	Minor loose
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Spalled and loose
PROFILE DISTORTION	0	1	2	3	4	Spalled and slight
	0-1%	1-10%	10-30%	30-60%	>60%	Half line
	0	1	2	3	4	AREA
BLOCK CRACKING	0	1	2	3	4	With cracks & holes
	0-1%	1-10%	10-30%	30-60%	>60%	With cracking
	0	1	2	3	4	Plastic heaving
TRANSVERSE CRACKING	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	> 1 cm. spalled
	0	1	2	3	4	0.5 - 1 cm. spalled
LONGITUDINAL CRACKING	0	1	2	3	4	< 0.5 cm. or sealed
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	4	> 5 cm. sealed full
PUTTING	0	1	2	3	4	0.5 - 2.5 sealed half
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 cm. sealed part
	0	1	2	3	4	AREA
EXCESS ASPHALT	0	1	2	3	4	> 2.5 cm. sealed
	0-1%	1-10%	10-30%	30-60%	>60%	0.5 - 2.5 cm. sealed
	0	1	2	3	4	< 0.5 cm. or sealed
BITUMINOUS PATCHING	0	1	2	3	4	LENGTH
	0-1%	1-10%	10-30%	30-60%	>60%	> 2.5 cm. in depth
	0	1	2	3	4	1.5 - 2.5 cm
EDGE DETERIORATION	0	1	2	3	4	1.5 cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Little visible edge
DRAINAGE	0	1	2	3	4	When track smooth
	0-1%	1-10%	10-30%	30-60%	>60%	When small patches
	0	1	2	3	4	AREA
PAVEMENT SURFACE RETENTION	0	1	2	3	4	Poor condition
	0-1%	1-10%	10-30%	30-60%	>60%	Fair condition
	0	1	2	3	4	Good condition
CONDITION OF GUTTER AND DRAINING CHANNEL OR SIDE DITCH	0	1	2	3	4	LENGTH
	0-1%	1-10%	10-30%	30-60%	>60%	Edge loose/missing
	0	1	2	3	4	Cracked edge jagged
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	0	1	2	3	4	Cracked edge intact
	0-1%	1-10%	10-30%	30-60%	>60%	Percent of water retained on surface
	0	1	2	3	4	Water may drain easily from pavement surface
REMARK :	0	1	2	3	4	GOOD
	0-1%	1-10%	10-30%	30-60%	>60%	MODERATE
	0	1	2	3	4	POOR
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	0	1	2	3	4	VERY POOR
	0-1%	1-10%	10-30%	30-60%	>60%	NEVER
	0	1	2	3	4	BARELY
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	0	1	2	3	4	OCCASIONALLY
	0-1%	1-10%	10-30%	30-60%	>60%	ALWAYS
	0	1	2	3	4	24

# INVENTORY DATA FORM

Street name : <u>                    </u>		Section No. : <u>4</u>		DISTRESS POINTS		
From <u>JANCH</u> <u>BAKU</u> To <u>KAMPAR GALAN</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
CONDITION		EXTENT				SEVERITY
POTHOLES	None	0-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 7.5 Cm. in depth
	1	2	4	10	16	2.5 - 7.5 Cm.
	2	1	2	5	8	> 2.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Highly affected/rough
	1	2	4	10	16	Some small hole/pit
	2	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Spalled and loose
	1	2	4	10	16	Spalled and slight
	2	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	With cracks & holes
	1	2	4	10	16	With cracking
	2	1	2	5	8	Plastic warping
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 1 Cm. spalled
	1	2	4	10	16	0.5 - 1 Cm. spalled
	2	1	2	5	8	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	> 2.5 Cm. sealed full
	1	2	4	10	16	0.5 - 2.5 sealed half
	2	1	2	5	8	< 0.5 Cm. sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 2.5 Cm. sealed
	1	2	4	10	16	0.5 - 2.5 Cm. sealed
	2	1	2	5	8	< 0.5 Cm. or sealed
PUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	> 2.5 Cm. in depth
	1	2	4	10	16	1.5 - 2.5 Cm.
	2	1	2	5	8	< 1.5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Little visible aggr.
	1	2	4	10	16	Wheel track smooth
	2	1	2	5	8	Areas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Poor condition
	1	2	4	10	16	Fair condition
	2	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	Edge loose/missing
	1	2	4	10	16	Cracked edge jagged
	2	1	2	5	8	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
0		1	3	8	12	
0		Water may drain easily from pavement surface				
CONDITION OF GUTTER AND DRAINING CHANNEL OR SIDE DITCH		GOOD	MODERATE	POOR	VERY POOR	
0		3	8	9		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN		NEVER	RARELY	OCCASIONALLY	ALWAYS	
0		6	12	24		
REMARK :						

## INVENTORY DATA FORM

Street name : <u>TANAH BARDU</u>		Section No. : <u>5</u>		DISTRESS POINTS	
From <u>TANAH BARDU</u> To <u>KAMPUNG GALAN</u>				PAVEMENT	DRAINAGE
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>
		20.5			
CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	0-1%	2 ✓	4	10	18
	0	1	2 ✓	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
RAVELING/WEATHERING	0	3	6	15	24
	0-1%	2	4	10	18
	0	1	2 ✓	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
ALLIGATOR CRACKING	0	3	6	15	24
	0-1%	2	4	10	18
	0	1	2 ✓	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
PROFILE DISTORTION	0	3	6	15	24
	0-1%	2	4	10	18
	0	1	2 ✓	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
BLOCK CRACKING	0	3	6	15	24
	0-1%	2	4	10	18
	0	1	2 ✓	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
TRANSVERSE CRACKING	0	3	6	15	24
	0-1%	2	4	10	18
	0	1	2 ✓	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
LONGITUDINAL CRACKING	0	3	6	15	24
	0-1%	2	4	10	18
	0	1	2 ✓	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
RUTTING	0	3	6	15	24
	0-1%	2	4	10	18
	0	1	2 ✓	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
EXCESS ASPHALT	0	3	6	15	24
	0-1%	2	4	10	18
	0	1	2 ✓	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
BITUMINOUS PATCHING	0	3	6	15	24
	0-1%	2	4	10	18
	0	1	2 ✓	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
EDGE DETERIORATION	0	3	6	15	24
	0-1%	2	4	10	18
	0	1	2 ✓	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	Water may drain easily from pavement surface				VERTUEW
	GOOD	MODERATE	POOR		
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER				ALWAYS
	0	6	12	24	
REMARK :					

# INVENTORY DATA FORM

Street name : <u>TANAH DAPU</u> Section No. <u>2</u>		DISTRESS POINTS PAVEMENT <u>29.3</u> DRAINAGE <u>    </u>				
From <u>TANAH DAPU</u> To <u>KAMPUNG GALAN</u>						
Riding Quality 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/>						
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7.5 cm. in depth
		2	4	10	18	2.5 - 7.5 cm
	0	1	2	5	8	< 2.5 cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
		2	4	10	18	Some small holes/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
		2	4	10	18	Spalled and light
	0	1	2	5	8	Half line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
		2	4	10	18	With cracking
	0	1	2	5	8	Plastic heaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 cm. spalled
		2	4	10	18	0.5 - 1 cm. spalled
	0	1	2	5	8	< 0.5 cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2.5 cm. spalled full
		2	4	10	18	0.5-2.5 cm. spalled half
	0	1	2	5	8	< 0.5 cm. sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 2.5 cm. spalled
		2	4	10	18	0.5-2.5 cm. spalled
	0	1	2	5	8	< 0.5 cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2.5 cm. in depth
		2	4	10	18	1.5 - 2.5 cm
	0	1	2	5	8	1.5 cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible
		2	4	10	18	Wheel track smooth
	0	1	2	5	8	Scrap small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
		2	4	10	18	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	Edge loose/missing
		2	4	10	18	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	0	1	3	6	12	
Water may drain easily from pavement surface						
CONDITION OF GUTTER AND DRAINING CHANNEL OR SIDE DITCH		GOOD	MODERATE	POOR	VERY POOR	
	0		3	6	9	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN		NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0		6	12	24	
REMARK :						

## INVENTORY DATA FORM

Street name : <u>TANOH BARY</u> Section No. : <u>17</u>		DISTRESS POINTS PAVEMENT <u>13.2</u> DRAINAGE <u>      </u>				
Riding Quality <u>1</u> <u>2</u> <u>3</u> <u>4</u> <u>5</u>						
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 7.5 Cm. in depth
	0	2	4	10	16	2.5 - 7.5 Cm.
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Highly pitted/rough
	0	2	4	10	16	Good small hole/pit
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Minor lane
	0	2	4	10	16	Gravelled and loose
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Gravelled and light
	0	2	4	10	16	Hair line
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	With cracks & holes
	0	2	4	10	16	With cracking
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	Plastic shearing
	0	2	4	10	16	> 1 Cm. spalled
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	> 1 Cm. spalled
	0	2	4	10	16	> 0.5 - 1 Cm. spalled
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	> 0.5 Cm. or sealed
	0	2	4	10	16	> 2.5 Cm. spalled, full
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 0.5 - 2.5 spalled, half
	0	2	4	10	16	> 0.5 Cm. sealed, rest
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 2.5 Cm. spalled
	0	2	4	10	16	> 0.5 - 2.5 Cm. spalled
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	> 0.5 Cm. or sealed
	0	2	4	10	16	> 2.5 Cm. in depth
DRAINAGE	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Little visible water
	0	2	4	10	16	Wheel track smooth
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	1	3	8	12		
	0	3	8	12		
CONDITION OF CUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR		
	0	3	8	9		
	0	3	8	9		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS		
	0	6	12	24		
	0	6	12	24		
REMARK :						



## INVENTORY DATA FORM

Street name : _____		Section No. : <u>12</u>		DISTRESS POINTS		
From <u>TAJAH BAKU</u> To <u>KAMPUNG GELANG</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	
		5 <input type="checkbox"/>	6 <input type="checkbox"/>	7 <input type="checkbox"/>	8 <input type="checkbox"/>	
CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7.5 Cm. in depth
		2 ✓	4	10	16	2.5 - 7.5 Cm
	0	1	2	5	8	< 2.5 Cm in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
	0 ✓	1	2	5	8	Some small hole/pit
	0-1%	1-10%	10-30%	30-60%	>60%	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
	0 ✓	1	2	5	8	Spalled and tight
	0-1%	1-10%	10-30%	30-60%	>60%	Half line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
	0 ✓	1	2	5	8	With cracking
	0-1%	1-10%	10-30%	30-60%	>60%	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 Cm. spalled
	0 ✓	1	2	5	8	0.5 - 1 Cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2.5cm spalled full
	0 ✓	1	2	5	8	0.5 - 2.5 spalled half
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5cm sealed part
LONGITUDINAL CRACK	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 2.5 cm spalled
	0 ✓	1	2	5	8	0.5 - 2.5 cm spalled
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2.5 Cm. in depth
	0 ✓	1	2	5	8	1.5 - 2.5 Cm
	0-1%	1-10%	10-30%	30-60%	>60%	< 1.5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible edge
	0 ✓	1	2	5	8	When track smooth
	0-1%	1-10%	10-30%	30-60%	>60%	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
	0 ✓	1	2	5	8	Fair condition
	0-1%	1-10%	10-30%	30-60%	>60%	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	Edge loose/missing
	0 ✓	1	2	5	8	Cracked edge jagged
	0-1%	1-10%	10-30%	30-60%	>60%	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	1	3	6	12		
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	Water may drain easily from pavement surface					
	GOOD	MODERATE	POOR	VERY POOR		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER					
	0	3	6	12	24	
REMARK :						

# INVENTORY DATA FORM

Street name : <u>TAJAN (PKL)</u> To <u>KANAKA GULAT</u>		Section No. : <u>3</u>		DISTRESS POINTS PAVEMENT <u>338</u> DRAINAGE <u>    </u>		
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
CONDITION	EXTENT					SEVERITY
POTHOLES	None	0-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	17.5 cm. in depth
	0	2	4	10	18	2.5 - 7.5 cm
	0	1	2	5	8	<2.5 cm in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Highly pitted/rough
	0	2	4	10	18	Some small holes/pit
	0	1	2	5	8	Minor loose
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Spalled and loose
	0	2	4	10	18	Spalled and slight
	0	1	2	5	8	Half line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	With cracks & holes
	0	2	4	10	18	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	1 cm. spalled
	0	2	4	10	18	0.5 - 1 cm. spalled
	0	1	2	5	8	<0.5 cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	>2.5 cm. spalled full
	0	2	4	10	18	0.5 - 2.5 cm. spalled half
	0	1	2	5	8	<0.5 cm. sealed full
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	>2.5 cm. spalled
	0	2	4	10	18	0.5 - 2.5 cm. spalled
	0	1	2	5	8	<0.5 cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	>2.5 cm. in depth
	0	2	4	10	18	1.5 - 2.5 cm
	0	1	2	5	8	1.5 cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Little visible near
	0	2	4	10	18	Wheel track smooth
	0	1	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Poor condition
	0	2	4	10	18	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	Edge loose/mining
	0	2	4	10	18	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	1	3	8	12		
CONDITION OF CUTTER AND DRAINS CHANNEL OR SIDE DITCH	Water may drain easily from pavement surface					
	GOOD	MODERATE	POOR	VERY POOR		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER		RARELY		OCCASIONALLY	
	0	3	12		24	
REMARK :						

## INVENTORY DATA FORM

Street name : <u>From JHAR</u> To <u>TRAGACAP</u>		Section No. : <u>1</u>		DISTRESS POINTS PAVEMENT <u>42.2</u> DRAINAGE		
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
CONDITION	EXTENT					SEVERITY
PITHOLES	NONE	0-10%	10-30%	30-80%	>80%	AREA
	0	3	8	15	24	> 7.5 cm in depth
	0-1%	1	2	5	8	> 2.5 - 7.5 cm
RAVELING/WEATHERING	0	1	2	5	8	> 2.5 cm in depth
	0-1%	1-10%	10-30%	30-80%	>80%	AREA
	0	3	8	15	24	Highly pitted/rough
ALLIGATOR CRACKING	0	1	2	5	8	Some small holes/fills
	0-1%	1-10%	10-30%	30-80%	>80%	Minor loose
	0	3	8	15	24	AREA
PROFILE DISTORTION	0	1	2	5	8	Spalled and loose
	0-1%	1-10%	10-30%	30-80%	>80%	Spalled and loose
	0	3	8	15	24	Minor loose
BLOCK CRACKING	0	1	2	5	8	AREA
	0-1%	1-10%	10-30%	30-80%	>80%	With cracks & holes
	0	3	8	15	24	With cracking
TRANSVERSE CRACKING	0	1	2	5	8	Plastic heaving
	0-1%	1-10%	10-30%	30-80%	>80%	AREA
	0	3	8	15	24	> 1 cm, spalled
LONGITUDINAL CRACKING	0	1	2	5	8	> 0.5 - 1 cm, spalled
	0-1%	1-10%	10-30%	30-80%	>80%	> 0.5 cm or sealed
	0	3	8	15	24	LENGTH
RUTTING	0	1	2	5	8	> 2.5 cm, spalled, full
	0-1%	1-10%	10-30%	30-80%	>80%	> 0.5 - 2.5 cm, spalled, half
	0	3	8	15	24	< 0.5 cm, sealed, part
EXCESS ASPHALT	0	1	2	5	8	AREA
	0-1%	1-10%	10-30%	30-80%	>80%	> 2.5 cm, spalled
	0	3	8	15	24	> 0.5 - 2.5 cm, spalled
BITUMINOUS PATCHING	0	1	2	5	8	< 0.5 cm, or sealed
	0-1%	1-10%	10-30%	30-80%	>80%	LENGTH
	0	3	8	15	24	> 2.5 cm in depth
EDGE DETERIORATION	0	1	2	5	8	> 1.5 - 2.5 cm
	0-1%	1-10%	10-30%	30-80%	>80%	> 1.5 cm in depth
	0	3	8	15	24	AREA
DRAINAGE	0	1	2	5	8	Little visible water
	0-1%	1-10%	10-30%	30-80%	>80%	Wheel track smooth
	0	3	8	15	24	Some small patches
PAVEMENT SURFACE RETENTION	0	1	2	5	8	AREA
	0-1%	1-10%	10-30%	30-80%	>80%	Poor condition
	0	3	8	15	24	Fair condition
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	0	1	2	5	8	Good condition
	0-1%	1-10%	10-30%	30-80%	>80%	LENGTH
	0	3	8	15	24	Edge loose/missing
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	0	1	2	5	8	Cracked edge jagged
	0-1%	1-10%	10-30%	30-80%	>80%	Cracked edge intact
	0	3	8	15	24	Percent of Water retained on surface
REMARK :		Water may drain easily from pavement surface				
		GOOD	MODERATE	POOR	VERY POOR	
		0	3	8	2	
		NEVER	RARELY	OCCASIONALLY	ALWAYS	
		0	8	12	24	

## INVENTORY DATA FORM

Street name : <u>From JOMAR</u> To <u>RELACORAB</u>		Section No. : <u>30</u>		DISTRESS POINTS PAVEMENT <u>32.9</u> DRAINAGE <u>    </u>		
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
CONDITION	EXTENT				SEVERITY	
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 7.5 cm. in depth
	1	2	4	10	18	> 2.5 - 7.5 cm.
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Highly pitted/rough
	1	2	4	10	18	Good small hole/pit
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Spalled and loose
	1	2	4	10	18	Spalled and tight
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	With cracks & holes
	1	2	4	10	18	With cracking
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 1 cm. spalled
	1	2	4	10	18	> 0.5 - 1 cm. spalled
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	> 2.5 cm. spalled full
	1	2	4	10	18	> 0.5 - 2.5 cm. spalled half
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 2.5 cm. spalled
	1	2	4	10	18	> 0.5 - 2.5 cm. spalled
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	> 2.5 cm. in depth
	1	2	4	10	18	> 1.5 - 2.5 cm.
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Little visible over
	1	2	4	10	18	When track smooth
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Poor condition
	1	2	4	10	18	Fair condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	Edge loose/missing
	1	2	4	10	18	Cracked edge jagged
DRAINAGE	0	1	2	3	4	Cracked edge intact
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	1	3	8	12		
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	Water may drain easily from pavement surface					
	GOOD	MODERATE	POOR	VERY POOR		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	0	3	6	8		
	NEVER	RARELY	OCCASIONALLY	ALWAYS		
	0	8	12	24		
REMARKS :						



# INVENTORY DATA FORM

Street name : <u>                    </u>		Section No. : <u>4</u>		DISTRESS POINTS	
From <u>JOHAR</u>		To <u>YELACASARI</u>		PAVEMENT	DRAINAGE
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>
		5 <input type="checkbox"/>	6 <input type="checkbox"/>	7 <input type="checkbox"/>	8 <input type="checkbox"/>
CONDITION		EXTENT			
		SEVERITY			
POTHOLES	None	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
PAVELING/WEATHERING	None	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
ALLIGATOR CRACKING	None	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
PROFILE DISTORTION	None	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
BLOCK CRACKING	None	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
TRANSVERSE CRACKING	None	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
LONGITUDINAL CRACKING	None	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
PUTTING	None	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
EXCESS ASPHALT	None	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
BITUMINOUS PATCHING	None	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
EDGE DETERIORATION	None	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
DRAINAGE					
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%
0		Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH		GOOD	MODERATE	POOR	VERY POOR
0		3	8	8	
OCCURRENCE OF FLOODING BY WATER AFTER RAIN		NEVER	RARELY	OCCASIONALLY	ALWAYS
0		6	12	24	
REMARK :					

## INVENTORY DATA FORM

Street name : <u>ST. JAMES</u>		Section No. : <u>2</u>		DISTRESS POINTS	
From <u>ST. JAMES</u> To <u>TR. ACACARI</u>				PAVEMENT	DRAINAGE
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>
				69.2	
CONDITION	EXTENT				SEVERITY
POTHOLES	None	0-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	0	2	1	10	18
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	0	2	1	10	18
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	0	2	1	10	18
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	0	2	1	10	18
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	0	2	1	10	18
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	0	2	1	10	18
LONGITUDINAL CRACK	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	0	2	1	10	18
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	0	2	1	10	18
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	0	2	1	10	18
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	0	2	1	10	18
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	0	2	1	10	18
DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	0	3	6	12	
CONDITION OF CUTTER AND DRAINS CHANNEL OR SIDE DITCH	Water may drain easily from pavement surface				
	GOOD	MODERATE	POOR	VERY POOR	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER				
	0	3	6	12	
REMARK :					

## INVENTORY DATA FORM

Street name : <u>From JOLAR</u>		Section No. : <u>6</u>				DISTRESS POINTS PAVEMENT : <u>20,1</u>		DRAINAGE : <u>  </u>	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>			
CONDITION		EXTENT				SEVERITY			
POTHOLES		NONE	0-10%	10-30%	30-60%	>60%	AREA		
			3	6	15	24	1.5 cm. in depth		
			2	4	10	16	2.5 - 1.5 cm		
	0	1	2	5	8	2.5 cm. in depth			
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA			
		3	6	15	24	Highly pitted/rough			
		2	4	10	16	From small hole/cracks			
	0	1	2	5	8	Minor loss			
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA			
		3	6	15	24	Spalled and loose			
		2	4	10	16	Spalled and tight			
	0	1	2	5	8	Half line			
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA			
		3	6	15	24	With cracks & holes			
		2	4	10	16	With cracking			
	0	1	2	5	8	Plastic heaving			
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA			
		3	6	15	24	1 cm. spalling			
		2	4	10	16	0.5 - 1 cm. spalling			
	0	1	2	5	8	0.5 cm. or sealed			
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH			
		3	6	15	24	2.5 cm spalled, full			
		2	4	10	16	0.5-2.5 cm spalled, half			
	0	1	2	5	8	0.5 cm. sealed, part			
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA			
		3	6	15	24	2.5 cm spalled			
		2	4	10	16	0.5-2.5 cm spalled			
	0	1	2	5	8	0.5 cm. or sealed			
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH			
		3	6	15	24	2.5 cm. in depth			
		2	4	10	16	1.5 - 2.5 cm			
	0	1	2	5	8	1.5 cm. in depth			
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA			
		3	6	15	24	Little visible add.			
		2	4	10	16	Wheel track smooth			
	0	1	2	5	8	From small patches			
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA			
		3	6	15	24	Poor condition			
		2	4	10	16	Fair condition			
	0	1	2	5	8	Good condition			
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH			
		3	6	15	24	Edge loose/missing			
		2	4	10	16	Cracked edge jagged			
	0	1	2	5	8	Cracked edge intact			
DRAINAGE									
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%	Percent of Water retained on surface			
		1	3	6	12				
0		Water may drain easily from pavement surface							
CONDITION OF CUTTER AND DRAINS CHANNEL OR SIDE DITCH		GOOD	MODERATE	POOR	VERY POOR				
		0	3	6	9				
OCCURRENCE OF FLOODING BY WATER AFTER RAIN		NEVER	RARELY	OCCASIONALLY	ALWAYS				
		0	6	12	24				
REMARK :									



## INVENTORY DATA FORM

Street name: <u>CDHAR</u>		Section No.: <u>100</u>		DISTRESS POINTS		
From <u>CDHAR</u> To <u>CDHAR</u>				PAVEMENT	SEVERITY	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	
				462		
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	1.5 Cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	2.5 - 7.5 Cm.
	0	1	2	3	4	>2.5 Cm. in depth
PAVELING/WEATHERING	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	Highly pitted/rough
	0	1	2	3	4	Some small holes/pits
	0-1%	1-10%	10-30%	30-60%	>60%	Minor loss
ALLIGATOR CRACKING	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	Gravelled and loose
	0	1	2	3	4	Gravelled and light
	0-1%	1-10%	10-30%	30-60%	>60%	Half line
PROFILE DISTORTION	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	With cracks & holes
	0	1	2	3	4	With cracking
	0-1%	1-10%	10-30%	30-60%	>60%	Plastic weaving
BLOCK CRACKING	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	> 1 Cm. spalled
	0	1	2	3	4	0.5 - 1 Cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 Cm. or spalled
TRANSVERSE CRACKING	0	1	2	3	4	LENGTH
	0-1%	1-10%	10-30%	30-60%	>60%	> 50cm spalled full
	0	1	2	3	4	0.5-2.5 spalled half
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 Cm. spalled, part
LONGITUDINAL CRACKING	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	> 2.5 Cm. spalled
	0	1	2	3	4	0.5-2.5 Cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 Cm. or spalled
RUTTING	0	1	2	3	4	LENGTH
	0-1%	1-10%	10-30%	30-60%	>60%	> 2.5 Cm. in depth
	0	1	2	3	4	1.5 - 2.5 Cm.
	0-1%	1-10%	10-30%	30-60%	>60%	1.5 Cm. in depth
EXCESS ASPHALT	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	Little visible agg.
	0	1	2	3	4	Wheel track smooth
	0-1%	1-10%	10-30%	30-60%	>60%	Some small patches
BITUMINOUS PATCHING	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	Poor condition
	0	1	2	3	4	Fair condition
	0-1%	1-10%	10-30%	30-60%	>60%	Good condition
EDGE DETERIORATION	0	1	2	3	4	LENGTH
	0-1%	1-10%	10-30%	30-60%	>60%	Edge loose/misalign
	0	1	2	3	4	Cracked edge lagged
	0-1%	1-10%	10-30%	30-60%	>60%	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	1	2	3	4		
CONDITION OF GUTTER AND DRAINS CHANNED ON SIDE DITCH	0	Water may drain easily from pavement surface				
	GOOD	MODERATE	POOR	VERY POOR		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	0					
	NEVER	RARELY	OCCASIONALLY	ALWAYS		
REMARK :						



# INVENTORY DATA FORM

Street Name: <u>TELACAPPAI</u>		Section No. <u>7</u>		DISTRESS POINTS		
From <u>TELACAPPAI</u> To <u>LEMAN AGAMA</u>				PAVERERT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
CONDITION		EXTENT				SEVERITY
POTHOLS	NONE	0-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	> 7.5 Cm. in depth
	0-1%	1	2	5	8	2.5 - 7.5 Cm.
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	Highly pitted/rough
	0-1%	1	2	5	8	Gone small hole/cut
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	Spalled and loose
	0-1%	1	2	5	8	Spalled and tight
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	With cracks & holes
	0-1%	1	2	5	8	With heaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	1 Cm. spalled
	0-1%	1	2	5	8	0.5 - 1 Cm. spalled
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	6	15	24	> 50cm spalled full
	0-1%	1	2	5	8	0.5-2.5 spalled half
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	> 2.5 Cm. spalled
	0-1%	1	2	5	8	0.5-2.5 Cm. spalled
PUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	6	15	24	> 2.5 Cm. in depth
	0-1%	1	2	5	8	1.5 - 2.5 Cm.
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	Little visible under
	0-1%	1	2	5	8	Wheel track smooth
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	Poor condition
	0-1%	1	2	5	8	Fair condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	6	15	24	Edge loose/piercing
	0-1%	1	2	5	8	Cracked edge jagged
DRAINAGE	0	1	2	3	4	Cracked edge intact
	PAVEMENT SURFACE RETENTION					Percent of Water retained on surface
	<10%					1
CONDITION OF GUTTER AND DRAINING CHANNEL OR SIDE DITCH	GOOD					MODERATE
	0					3
	0					6
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER					RARELY
	0					6
	0					12
REMARK :						

## INVENTORY DATA FORM

Street name : <u>TELAKA KAKI</u>		Section No. : <u>2</u>		DISTRESS POINTS		
From <u>TELAKA KAKI</u> To <u>LEMAN AKANG</u>		PAVEMENT		DRAINAGE		
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
43.3						
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7.5 Cm. in depth
		2	4	10	16	2.5 - 7.5 Cm
	0	1	2	5	8	< 2.5 Cm in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small holes/cracks
	0	1	2	5	8	Minor loose
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5	8	Pinhole mounding
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0.5 - 1 Cm. spalled
	0	1	2	5	8	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 50cm spalled full
		2	4	10	16	0.5-2.5 spalled half
	0	1	2	5	8	< 0.5cm sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 2.5 Cm. spalled
		2	4	10	16	0.5-2.5 Cm. spalled
	0	1	2	5	8	< 0.5 Cm. or sealed
PUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2.5 Cm. in depth
		2	4	10	16	1.5 - 2.5 Cm
	0	1	2	5	8	< 1.5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Circle visible under
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Local small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	1	3	6	12		
	0	Water may drain easily from pavement surface				
	0	GOOD	MODERATE	POOR	VERY POOR	
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	0	3	6	9		
	0	3	6	9		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS		
	0	3	12	24		
REMARK :						

## INVENTORY DATA FORM

Street name : <u>                    </u> Section No. : <u>2</u>		DISTRESS POINTS						
From <u>TELADORA</u> To <u>LENAH AVE</u>		PAVEMENT	DRAINAGE					
Riding Quality 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/>		<u>29.8</u>	<u>          </u>					
CONDITION	EXTENT				SEVERITY			
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA		
		3	6	15	24	> 7.5 Cm. in depth		
	0	2 ✓	4	10	16	2.5 - 7.5 Cm.		
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA		
		3	6	15	24	Highly pitted/rough		
	0	1	2 ✓	5	8	Some small holes/cracks		
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA		
		3	6	15	24	Spalled and loose		
	0	1	2 ✓	5	8	Spalled and tight		
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA		
		3	6	15	24	With cracks & holes		
	0	2 ✓	4	10	16	With cracking		
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA		
		3	6	15	24	Plastic warping		
	0	1	2 ✓	5	8			
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH		
		3	6	15	24	> 1 Cm. spalled		
	0	2 ✓	4	10	16	0.5 - 1 Cm. spalled		
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH		
		3	6	15	24	> 1.5 Cm. spalled full		
	0	1	2 ✓	5	8	0.5 - 1.5 Cm. spalled half		
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH		
		3	6	15	24	> 2.5 Cm. in depth		
	0	2 ✓	4	10	16	1.5 - 2.5 Cm.		
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA		
		3	6	15	24	Little visible edge		
	0	1	2 ✓	5	8	Wheel track smooth		
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA		
		3	6	15	24	Good condition		
	0	2 ✓	4	10	16	Fair condition		
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH		
		3	6	15	24	Edge loose/missing		
	0	2 ✓	4	10	16	Cracked edge jagged		
DRAINAGE	0	1	2	3	4	Cracked edge intact		
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface			
	1	3	6	12				
CONDITION OF GUTTER AND DRAIN CHANNEL OR SIDE DITCH	Water may drain easily from pavement surface							
	GOOD	MODERATE	POOR	VERY POOR				
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER					BARELY	OCCASIONALLY	ALWAYS
	0					8	12	24
REMARK :								

# INVENTORY DATA FORM

Street name : <u>TELAGA PATAH</u>		Section No. : <u>4</u>		DISTRESS POINTS		
From <u>TELAGA PATAH</u> To <u>LEMAN AWANG</u>				PAYEMENT	DETRIMENT	
Riding Quality <u>1</u> <u>2</u> <u>3</u> <u>4</u> <u>5</u>				<u>36,7</u>		
CONDITION	EXTENT					SEVERITY
POTHOLES	None	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7.5 Cm. in depth
	0	2	4	10	18	2.5 - 7.5 Cm.
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
	0	2	4	10	18	Some small hole/pit
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
	0	2	4	10	18	Spalled and tight
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
	0	2	4	10	18	With cracking
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 Cm. spalled
	0	2	4	10	18	0.5 - 1 Cm. spalled
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2.5 Cm. spalled full
	0	2	4	10	18	0.5 - 2.5 spalled half
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 2.5 Cm. spalled
	0	2	4	10	18	0.5 - 2.5 Cm. spalled
PUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2.5 Cm. in depth
	0	2	4	10	18	1.5 - 2.5 Cm.
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible edge
	0	2	4	10	18	Wheel track smooth
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Occasional patches
	0	2	4	10	18	Fair condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	Edge loose/missing
	0	2	4	10	18	Cracked edge jagged
DRAINAGE						
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	1	3	6	12		
CONDITION OF CUTTER AND DRAINS CHANNEL OR SIDE DITCH	Water may drain easily from pavement surface					
	GOOD	MODERATE		POOR		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER		HARDLY		OCCASIONALLY	
	0		6		12	
REMARK :						

# INVENTORY DATA FORM

Street name : <u>TELAGA BAKI</u>		Section No. : <u>5</u>		DISTRESS POINTS		
From <u>TELAGA BAKI</u> To <u>LEMAN ARANG</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7.5 Cm. in depth
	0	2 ✓	4	10	16	2.5 - 7.5 Cm
	0	1	2 ✓	5	8	< 2.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
	0	2 ✓	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
	0	2	4	10	16	Spalled and slight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
	0	2	4 ✓	10	16	With cracking
	0	1	2	5	8	Planitic waving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
	0	2 ✓	4	10	16	0.5 - 1 Cm. spalled
	0	1	2	5	8	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 5 Cm. spalled full
	0	2	4	10	16	0.5-2.5 spalled half
	0	1	2 ✓	5	8	< 0.5 Cm. sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 2.5 Cm. spalled
	0	2 ✓	4	10	16	0.5-2.5 Cm. spalled
	0	1	2	5	8	< 0.5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2.5 Cm. in depth
	0	2	4	10	16	1.5 - 2.5 Cm
	0	1	2 ✓	5	8	< 1.5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible edge
	0	2 ✓	4	10	16	Wheel track smooth
	0	1	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
	0	2	4 ✓	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
	0	2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
		1	3	6	12	
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH		Water may drain easily from pavement surface				
		GOOD	MODERATE	POOR	VERY POOR	
		0	3	6	9	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN		NEVER				
		0	6	12	24	
REMARK :						

# INVENTORY DATA FORM

Street name : _____		Section No. : <u>73</u>		DISTRESS POINTS		
From <u>TELAFAS</u> To <u>LEMAN ABANG</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	> 7.5 Cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	2.5 - 7.5 Cm.
	0	1	2	3	4	> 2.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Highly pitted/rough
	0-1%	1-10%	10-30%	30-60%	>60%	Some small holes/cracks
	0	1	2	3	4	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Spalled and loose
	0-1%	1-10%	10-30%	30-60%	>60%	Spalled and light
	0	1	2	3	4	Half line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	With cracks & holes
	0-1%	1-10%	10-30%	30-60%	>60%	With cracking
	0	1	2	3	4	Plastic heaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	> 1 Cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	0.5 - 1 Cm. spalled
	0	1	2	3	4	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	4	> 5 Cm. spalled full
	0-1%	1-10%	10-30%	30-60%	>60%	0.5 - 2.5 Cm. spalled half
	0	1	2	3	4	< 0.5 Cm. sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	> 2.5 Cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	0.5 - 2.5 Cm. spalled
	0	1	2	3	4	< 0.5 Cm. or sealed
ROUTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	4	> 2.5 Cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	1.5 - 2.5 Cm.
	0	1	2	3	4	1.5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Little visible edge
	0-1%	1-10%	10-30%	30-60%	>60%	Wheel track smooth
	0	1	2	3	4	Local small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Poor condition
	0-1%	1-10%	10-30%	30-60%	>60%	Fair condition
	0	1	2	3	4	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	4	Edge loose/missing
	0-1%	1-10%	10-30%	30-60%	>60%	Cracked edge jagged
	0	1	2	3	4	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
0		1	2	3	4	
0		Water may drain easily from pavement surface				
CONDITION OF CUTTER AND DRAINS CHANNEL OR SIDE DITCH		GOOD	MODERATE	POOR	VERY POOR	
0		3	6	9		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN		NEVER	RARELY	OCCASIONALLY	ALWAYS	
0		6	12	24		
REMARK :						



# INVENTORY DATA FORM

Street name : <u>TELAGHABARI</u>		Section No. : <u>74</u>		DISTRESS POINTS		
From <u>TELAGHABARI</u> To <u>LEMAN ARANG</u>				PAVEMENT	DRAINAGE	
Riding Quality 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/>				33.7		
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	> 7.5 Cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	> 7.5 Cm. in depth
RAVELING/WEATHERING	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	Highly pitted/rough
	0	1	2	3	4	Some small hole/cracks
ALLIGATOR CRACKING	0	1	2	3	4	Minor loss
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Spalled and loose
PROFILE DISTORTION	0	1	2	3	4	Spalled and tight
	0-1%	1-10%	10-30%	30-60%	>60%	Half line
	0	1	2	3	4	AREA
BLOCK CRACKING	0	1	2	3	4	With cracks & holes
	0-1%	1-10%	10-30%	30-60%	>60%	With cracking
	0	1	2	3	4	Plastic heaving
TRANSVERSE CRACKING	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	> 1 Cm. spalled
	0	1	2	3	4	0.5 - 1 Cm. spalled
LONGITUDINAL CRACKING	0	1	2	3	4	< 0.5 Cm. or sealed
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	4	> 50cm spalled full
PUTTING	0	1	2	3	4	0.5-2.5 spalled half
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 Cm. sealed part
	0	1	2	3	4	AREA
EXCESS ASPHALT	0	1	2	3	4	> 2.5 Cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	0.5 - 2.5 Cm. spalled
	0	1	2	3	4	< 0.5 Cm. or sealed
BITUMINOUS PATCHING	0	1	2	3	4	LENGTH
	0-1%	1-10%	10-30%	30-60%	>60%	> 2.5 Cm. in depth
	0	1	2	3	4	1.5 - 2.5 Cm
EDGE DETERIORATION	0	1	2	3	4	1.5 Cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Little visible edge
DRAINAGE	0	1	2	3	4	Wheel track smooth
	0-1%	1-10%	10-30%	30-60%	>60%	Good small patches
	0	1	2	3	4	AREA
PAVEMENT SURFACE RETENTION	0	1	2	3	4	Poor condition
	0-1%	1-10%	10-30%	30-60%	>60%	Fair condition
	0	1	2	3	4	Good condition
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	0	1	2	3	4	LENGTH
	0-1%	1-10%	10-30%	30-60%	>60%	Edge loose/missing
	0	1	2	3	4	Cracked edge jagged
OCCURRENCE OF FLOODING BY WATER AFTER RAIN	0	1	2	3	4	Cracked edge intact
	0-1%	1-10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	0	1	2	3	4	Water may drain easily from pavement surface
REMARK :	0	1	2	3	4	GOOD
	0-1%	1-10%	10-30%	30-60%	>60%	MODERATE
	0	1	2	3	4	POOR
OCCURRENCE OF FLOODING BY WATER AFTER RAIN	0	1	2	3	4	VERY POOR
	0-1%	1-10%	10-30%	30-60%	>60%	POOR
	0	1	2	3	4	VERY POOR

# INVENTORY DATA FORM

Street name : <u>LELAKA FAR</u>		Section No. : <u>26</u>		DISTRESS POINTS		
From <u>LELAKA FAR</u> To <u>LEMAN AGANG</u>				PAVEMENT	DRAINAGE	
Riding Quality : <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5				<u>3/9</u>		
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AKRA
		3	8	15	24	> 7.5 Cm. in depth
	0	2	4	10	16	2.5 - 7.5 Cm
	0	1	2	5	8	< 2.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AKRA
		3	8	15	24	Highly pitted/rough
	0	2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AKRA
		3	8	15	24	Spalled and loose
	0	2	4	10	16	Spalled and light
	0	1	2	5	8	Half line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AKRA
		3	8	15	24	With cracks & holes
	0	2	4	10	16	With cracking
	0	1	2	5	8	Plastic waving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AKRA
		3	8	15	24	> 1 Cm. spalled
	0	2	4	10	16	0.5 - 1 Cm. spalled
	0	1	2	5	8	< 0.5 Cm. or spalled
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2.5 Cm. spalled full
	0	2	4	10	16	0.5 - 2.5 spalled half
	0	1	2	5	8	< 0.5 Cm. sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AKRA
		3	8	15	24	> 2.5 Cm. spalled
	0	2	4	10	16	0.5 - 2.5 Cm. spalled
	0	1	2	5	8	< 0.5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2.5 Cm. in depth
	0	2	4	10	16	1.5 - 2.5 Cm
	0	1	2	5	8	1.5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AKRA
		3	8	15	24	Little visible edge
	0	2	4	10	16	Wheel track smooth
	0	1	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AKRA
		3	8	15	24	Poor condition
	0	2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	Edge loose/missing
	0	2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	1	3	6	12		
CONDITION OF GUTTER AND DRAINAGE CHANNEL OR SIDE DITCH	Water may drain easily from pavement surface					
	GOOD	MODERATE	POOR	VERY POOR		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER				OCCASIONALLY	
	0	3	6	12	24	
REMARK :						

## INVENTORY DATA FORM

Street name : <u>TELAGA WATA</u>		Section No. : <u>76</u>		DISTRESS POINTS		
From <u>TELAGA WATA</u> To <u>LEMAN ARAH</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 7.5 Cm. in depth
	1	2 ✓	4	10	18	2.5 - 7.5 Cm.
	2	1	2 ✓	5	8	< 2.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Highly pitted/rough
	1	2 ✓	4	10	18	Some small holes/cracks
	2	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Spalled and loose
	1	2 ✓	4	10	18	Spalled and slight
	2	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	With cracks & holes
	1	2 ✓	4	10	18	With cracking
	2	1	2 ✓	5	8	Plastic warping
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 1 Cm. spalled
	1	2 ✓	4	10	18	0.5 - 1 Cm. spalled
	2	1	2 ✓	5	8	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	> 5 Cm. spalled, full
	1	2 ✓	4	10	18	0.5 - 5 Cm. spalled, half
	2	1	2 ✓	5	8	< 0.5 Cm. sealed, part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 5 Cm. spalled
	1	2 ✓	4	10	18	0.5 - 5 Cm. spalled
	2	1	2 ✓	5	8	< 0.5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	> 2.5 Cm. in depth
	1	2 ✓	4	10	18	1.5 - 2.5 Cm.
	2	1	2 ✓	5	8	< 1.5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Little visible edge
	1	2 ✓	4	10	18	Wheel track smooth
	2	1	2 ✓	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Poor condition
	1	2 ✓	4	10	18	Fair condition
	2	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	Edge loose/missing
	1	2 ✓	4	10	18	Cracked edge jagged
	2	1	2 ✓	5	8	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
0		1	3	6	12	
0		Water may drain easily from pavement surface				
CONDITION OF CUTTER AND DRAINAGE CHANNEL OR SIDE DITCH		GOOD	MODERATE	POOR	VERY POOR	
0		3	6	9		
OCCURRENCE OF EROSION BY WATER AFTER RAIN		NEVER	RARELY	OCCASIONALLY	ALWAYS	
0		3	12	24		
REMARK :						

# INVENTORY DATA FORM

Street name: <u>LEMAN AVE</u>		Section No.: <u>1</u>		DISTRESS POINTS		
From <u>LEMAN AVE</u> To <u>V. BACAN</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	10-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	> 7.5 cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	2.5 - 7.5 cm. in depth
RAVELING/WEATHERING	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	Highly pitted/rough
	0	1	2	3	4	fine small hole/cracks
ALLIGATOR CRACKING	0	1	2	3	4	Minor loss
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Spalled and loose
PROFILE DISTORTION	0	1	2	3	4	Spalled and slight
	0-1%	1-10%	10-30%	30-60%	>60%	Half inch
	0	1	2	3	4	AREA
BLOCK CRACKING	0	1	2	3	4	With cracks & holes
	0-1%	1-10%	10-30%	30-60%	>60%	With cracking
	0	1	2	3	4	Pinhole weaving
TRANSVERSE CRACKING	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	< 1 cm. spalled
	0	1	2	3	4	0.5 - 1 cm. spalled
LONGITUDINAL CRACKING	0	1	2	3	4	< 0.5 cm. or sealed
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	4	> 2.5 cm. spalled full
RUTTING	0	1	2	3	4	0.5 - 2.5 cm. spalled half
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 cm. or sealed
	0	1	2	3	4	LENGTH
EXCESS ASPHALT	0	1	2	3	4	< 2.5 cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	1.5 - 2.5 cm. in depth
	0	1	2	3	4	AREA
BITUMINOUS PATCHING	0	1	2	3	4	Little visible after wheel track smooth
	0-1%	1-10%	10-30%	30-60%	>60%	Good seal patches
	0	1	2	3	4	AREA
EDGE DETERIORATION	0	1	2	3	4	Poor condition
	0-1%	1-10%	10-30%	30-60%	>60%	Fair condition
	0	1	2	3	4	Good condition
DRAINAGE	0	1	2	3	4	LENGTH
	0-1%	1-10%	10-30%	30-60%	>60%	Edge loose/cracking
	0	1	2	3	4	Cracked edge jagged
PAVEMENT SURFACE RETENTION	0	1	2	3	4	Cracked edge intact
	0-1%	1-10%	10-30%	30-60%	>60%	Percent of water retained on surface
	0	1	2	3	4	Water any drain easily from pavement surface
CONDITION OF CUTTER AND DRAINS CHANNEL OR SIDE DITCH	0	1	2	3	4	GOOD
	0-1%	1-10%	10-30%	30-60%	>60%	MODERATE
	0	1	2	3	4	POOR
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	0	1	2	3	4	VERY POOR
	0-1%	1-10%	10-30%	30-60%	>60%	POOR
	0	1	2	3	4	VERY POOR

REMARKS:

## INVENTORY DATA FORM

Street Name : <u>LEMAH ABANG</u> To <u>KULAI</u> Section No. : <u>2</u>		DISTRESS POINTS PAVEMENT <u>35.8</u> DRAINAGE <u>    </u>				
Riding Quality <u>1</u> <u>2</u> <u>3</u> <u>4</u> <u>5</u>						
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	1.5 Cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	2.5 - 7.5 Cm.
RAVELING/WEATHERING	0	1	2	3	4	12.5 Cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Highly pitted/rough
ALLIGATOR CRACKING	0	1	2	3	4	Some small holes/cracks
	0-1%	1-10%	10-30%	30-60%	>60%	Minor loss
	0	1	2	3	4	AREA
PROFILE DISTORTION	0	1	2	3	4	Spalled and loose
	0-1%	1-10%	10-30%	30-60%	>60%	Spalled and tight
	0	1	2	3	4	Hair line
BLOCK CRACKING	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	With cracks & holes
	0	1	2	3	4	With cracking
TRANSVERSE CRACKING	0	1	2	3	4	Plastic unweaving
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	> 1 Cm. spalled
LONGITUDINAL CRACKING	0	1	2	3	4	0.5 - 1 Cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 Cm. or sealed
	0	1	2	3	4	LENGTH
PUTTING	0	1	2	3	4	> 2.5 Cm. spalled, full
	0-1%	1-10%	10-30%	30-60%	>60%	0.5 - 2.5 Cm. spalled, half
	0	1	2	3	4	> 2.5 Cm. sealed, part
EXCESS ASPHALT	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	> 2.5 Cm. in depth
	0	1	2	3	4	1.5 - 2.5 Cm.
BITUMINOUS PATCHING	0	1	2	3	4	1.5 Cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Little visible agg.
EDGE DETERIORATION	0	1	2	3	4	Wheel track smooth
	0-1%	1-10%	10-30%	30-60%	>60%	Occasional patches
	0	1	2	3	4	AREA
DRAINAGE	0	1	2	3	4	Poor condition
	0-1%	1-10%	10-30%	30-60%	>60%	Fair condition
	0	1	2	3	4	Good condition
PAVEMENT SURFACE RETENTION	0	1	2	3	4	LENGTH
	0-1%	1-10%	10-30%	30-60%	>60%	Edge loose/missing
	0	1	2	3	4	Cracked edge jagged
CONDITION OF CUTTER AND DRAINS CHANNEL OR SIDE DITCH	0	1	2	3	4	Cracked edge intact
	0-1%	1-10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	0	1	2	3	4	Water may drain easily from pavement surface
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	0	1	2	3	4	GOOD
	0-1%	1-10%	10-30%	30-60%	>60%	MODERATE
	0	1	2	3	4	POOR
REMARK :	0	1	2	3	4	VERY POOR
	0-1%	1-10%	10-30%	30-60%	>60%	NEVER
	0	1	2	3	4	RARELY
	0	1	2	3	4	OCCASIONALLY
	0-1%	1-10%	10-30%	30-60%	>60%	ALWAYS
	0	1	2	3	4	

# INVENTORY DATA FORM

Street name : <u>LEMAN ARAK</u>		Section No. : <u>3</u>		DISTRESS POINTS		
From <u>LEMAN ARAK</u> To <u>KRAKAK</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
26.5						
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	> 7.5 Cm. In depth
	0	2	4	10	18	2.5 - 7.5 cm
PAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	Highly pitted/rough
	0	2	4	10	18	Some small holes/pits
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	Spalled and loose
	0	2	4	10	18	Spalled and tight
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	Half line
	0	2	4	10	18	With cracks & holes
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	With cracking
	0	2	4	10	18	Pinatic warping
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	> 1 cm spalled
	0	2	4	10	18	0.5 - 1 cm spalled
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	6	15	24	> 2.5 cm spalled full
	0	2	4	10	18	0.5 - 2.5 cm spalled half
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	> 0.5 cm or sealed
	0	2	4	10	18	> 2.5 cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	Little visible over
	0	2	4	10	18	Wheel track smooth
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	Linear seal patches
	0	2	4	10	18	Poor condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	6	15	24	Fair condition
	0	2	4	10	18	Good condition
DRAINAGE	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	Edge loose/missing
	0	2	4	10	18	Cracked edge jagged
PAVEMENT SURFACE RETENTION	0-1%	1-10%	10-30%	30-60%	>60%	PERCENT OF WATER RETAINED ON SURFACE
	0	3	6	15	24	Water may drain easily from pavement surface
	0	2	4	10	18	
CONDITION OF GUTTER AND DRAINING CHANNEL OR SIDE DITCH	0-1%	1-10%	10-30%	30-60%	>60%	PERCENT OF WATER RETAINED ON SURFACE
	0	3	6	15	24	GOOD
	0	2	4	10	18	MODERATE
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	0-1%	1-10%	10-30%	30-60%	>60%	PERCENT OF WATER RETAINED ON SURFACE
	0	3	6	15	24	POOR
	0	2	4	10	18	VERY POOR
REMARK :						

## INVENTORY DATA FORM

Street name : <u>LEMAN AVENUE</u>		Section No. : <u>(2)</u>		DISTRESS POINTS	
From <u>LEMAN AVENUE</u> To <u>LEMAN AVENUE</u>				PAVEMENT	DRAINAGE
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>
CONDITION		EXTENT			
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
RAVELING/WEATHERING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
ALLIGATOR CRACKING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
PROFILE DISTORTION	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
BLOCK CRACKING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
TRANSVERSE CRACKING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
LONGITUDINAL CRACKING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
RUTTING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
EXCESS ASPHALT	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
BITUMINOUS PATCHING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
EDGE DETERIORATION	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
DRAINAGE					
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%
0		1	2	3	4
Water may drain easily from pavement surface					
CONDITION OF GUTTER AND DRAINAGE CHANNEL OR SIDE DITCH		GOOD	MODERATE	POOR	VERY POOR
0		1	2	3	4
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN		NEVER	RARELY	OCCASIONALLY	ALWAYS
0		1	2	3	4
REMARK :					

# INVENTORY DATA FORM

Street Name : <u>LEMAN</u>		Section No. : <u>(27)</u>		DISTRESS POINTS		
From <u>ABAY</u> To <u>KADAKAK</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
29.9						
CONDITION	EXTENT				SEVERITY	
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	
	0	3	6	15	24	
	1	2	4	10	16	
	2	1	2	5	8	
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	
	0	3	6	15	24	
	1	2	4	10	16	
	2	1	2	5	8	
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	
	0	3	6	15	24	
	1	2	4	10	16	
	2	1	2	5	8	
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	
	0	3	6	15	24	
	1	2	4	10	16	
	2	1	2	5	8	
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	
	0	3	6	15	24	
	1	2	4	10	16	
	2	1	2	5	8	
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	
	0	3	6	15	24	
	1	2	4	10	16	
	2	1	2	5	8	
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	
	0	3	6	15	24	
	1	2	4	10	16	
	2	1	2	5	8	
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	
	0	3	6	15	24	
	1	2	4	10	16	
	2	1	2	5	8	
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	
	0	3	6	15	24	
	1	2	4	10	16	
	2	1	2	5	8	
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	
	0	3	6	15	24	
	1	2	4	10	16	
	2	1	2	5	8	
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	
	0	3	6	15	24	
	1	2	4	10	16	
	2	1	2	5	8	
DRAINAGE						
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	1	3	6	12		
Water may drain easily from pavement surface						
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR		
	0	3	6	9		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	BARELY	OCCASIONALLY	ALWAYS		
	0	3	12	24		
REMARK :						



# INVENTORY DATA FORM

Street name : <u>LEMAH ABANG</u>		Section No. : <u>5</u>		DISTRESS POINTS		
From <u>LEMAH ABANG</u> To <u>KARAK</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
		32,8				
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	> 7.5 Cm. in depth
	0-1%	1	2	5	8	2.5 - 7.5 Cm.
RAVELING/WEATHERING	0	1	2	5	8	< 2.5 Cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	Highly pitted/rough
ALLIGATOR CRACKING	0	1	2	5	8	Open small hole/cracks
	0-1%	1-10%	10-30%	30-60%	>60%	Minor loss
	0	3	6	15	24	AREA
PROFILE DISTORTION	0	1	2	5	8	Spalled and loose
	0-1%	1-10%	10-30%	30-60%	>60%	Spalled and light
	0	3	6	15	24	Half line
BLOCK CRACKING	0	1	2	5	8	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	With cracks & holes
	0	3	6	15	24	With cracking
TRANSVERSE CRACKING	0	1	2	5	8	Plastic weaving
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	> 1 Cm. spalled
LONGITUDINAL CRACKING	0	1	2	5	8	0.5 - 1 Cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 Cm. or spalled
	0	3	6	15	24	LENGTH
RUTTING	0	1	2	5	8	> 2.5 Cm. spalled full
	0-1%	1-10%	10-30%	30-60%	>60%	0.5 - 2.5 spalled half
	0	3	6	15	24	< 0.5 Cm. spalled full
EXCESS ASPHALT	0	1	2	5	8	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	> 2.5 Cm. spalled
	0	3	6	15	24	0.5 - 2.5 Cm. spalled
BITUMINOUS PATCHING	0	1	2	5	8	< 0.5 Cm. or spalled
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	6	15	24	> 2.5 Cm. in depth
EDGE DETERIORATION	0	1	2	5	8	1.5 - 2.5 Cm.
	0-1%	1-10%	10-30%	30-60%	>60%	1.5 Cm. in depth
	0	3	6	15	24	AREA
DRAINAGE	0	1	2	5	8	Little visible water
	0-1%	1-10%	10-30%	30-60%	>60%	Wheel track smooth
	0	3	6	15	24	Good small patches
PAVEMENT SURFACE RETENTION	0	1	2	5	8	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	Good condition
	0	3	6	15	24	Fair condition
CONDITION OF CUTTER AND DRAINS CHANNEL OR SIDE DITCH	0	1	2	5	8	Good condition
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	6	15	24	Edge loose/missing
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	0	1	2	5	8	Cracked edge jagged
	0-1%	1-10%	10-30%	30-60%	>60%	Cracked edge intact
	0	3	6	15	24	Percent of water retained on surface
REMARK :						

## INVENTORY DATA FORM

Street Name: <u>LEMAN</u> From <u>ABATE</u> To <u>YAKAV</u>		Section No.: <u>6</u>		DISTRESS POINTS PAVEMENT <u>50.8</u> DRAINAGE		
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	> 7.5 cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	2.5 - 7.5 cm.
RAVELING/WEATHERING	0	3	6	15	24	< 2.5 cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	Highly pitted/rough
ALLIGATOR CRACKING	0	3	6	15	24	None small holes/cracks
	0-1%	1-10%	10-30%	30-60%	>60%	Minor loose
	0	3	6	15	24	AREA
PROFILE DISTORTION	0	3	6	15	24	Spalled and loose
	0-1%	1-10%	10-30%	30-60%	>60%	Spalled and light
	0	3	6	15	24	Hair line
BLOCK CRACKING	0	3	6	15	24	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	With cracks & holes
	0	3	6	15	24	With cracking
TRANSVERSE CRACKING	0	3	6	15	24	Plastic heaving
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	> 1 cm. spalled
LONGITUDINAL CRACKING	0	3	6	15	24	0.5 - 1 cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 cm. or sealed
	0	3	6	15	24	LENGTH
PUTTING	0	3	6	15	24	> 6 cm. spalled, full
	0-1%	1-10%	10-30%	30-60%	>60%	0.5 - 2.5 spalled, half
	0	3	6	15	24	< 0.5 cm. spalled, part
EXCESS ASPHALT	0	3	6	15	24	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	> 2.5 cm. in depth
	0	3	6	15	24	1.5 - 2.5 cm.
BITUMINOUS PATCHING	0	3	6	15	24	1.5 cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	Little visible edge
EDGE DETERIORATION	0	3	6	15	24	Wheel track smooth
	0-1%	1-10%	10-30%	30-60%	>60%	Large small patches
	0	3	6	15	24	AREA
DRAINAGE	0	3	6	15	24	Poor condition
	0-1%	1-10%	10-30%	30-60%	>60%	Fair condition
	0	3	6	15	24	Good condition
PAVEMENT SURFACE RETENTION	0	3	6	15	24	LENGTH
	0-1%	1-10%	10-30%	30-60%	>60%	Edge loose/missing
	0	3	6	15	24	Cracked edge jagged
CONDITION OF GUTTER AND DRAIN CHANNEL OR SIDE DITCH	0	3	6	15	24	Cracked edge intact
	0-1%	1-10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	0	3	6	15	24	Water may drain easily from pavement surface
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	0	3	6	15	24	GOOD
	0-1%	1-10%	10-30%	30-60%	>60%	MODERATE
	0	3	6	15	24	POOR
REMARK :	0	3	6	15	24	VERY POOR
	0-1%	1-10%	10-30%	30-60%	>60%	NEVER
	0	3	6	15	24	RARELY
	0	3	6	15	24	OCCASIONALLY
	0-1%	1-10%	10-30%	30-60%	>60%	ALWAYS
	0	3	6	15	24	

# INVENTORY DATA FORM

Street name : <u>LEMAH ABERE</u>		Section No. : <u>10</u>		DISTRESS POINTS		
From <u>LEMAH ABERE</u> To <u>KASAK</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	> 1.5 Cm. in depth
	1	2	4	10	16	2.5 - 1.5 Cm.
	2	1	2	5	8	< 2.5 Cm. in depth
	3	1	2	5	8	AREA
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	Highly pitted/rough
	1	2	4	10	16	Some small hole/pit
	2	1	2	5	8	Minor loss
	3	1	2	5	8	AREA
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	Spalled and loose
	1	2	4	10	16	Spalled and tight
	2	1	2	5	8	Hair line
	3	1	2	5	8	AREA
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	With cracks & holes
	1	2	4	10	16	With cracking
	2	1	2	5	8	Plastic heaving
	3	1	2	5	8	AREA
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	> 1 Cm. spalled
	1	2	4	10	16	0.5 - 1 Cm. spalled
	2	1	2	5	8	< 0.5 Cm. or spalled
	3	1	2	5	8	LENGTH
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	> 2.5 Cm. spalled full
	1	2	4	10	16	0.5 - 2.5 spalled half
	2	1	2	5	8	< 0.5 Cm. spalled part
	3	1	2	5	8	AREA
LONGITUDINAL CRACK	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	> 2.5 Cm. spalled
	1	2	4	10	16	0.5 - 2.5 Cm. spalled
	2	1	2	5	8	< 0.5 Cm. or spalled
	3	1	2	5	8	LENGTH
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	> 2.5 Cm. in depth
	1	2	4	10	16	1.5 - 2.5 Cm.
	2	1	2	5	8	1.5 Cm. in depth
	3	1	2	5	8	AREA
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	Little visible over
	1	2	4	10	16	Wheel track smooth
	2	1	2	5	8	Some small patches
	3	1	2	5	8	AREA
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	Poor condition
	1	2	4	10	16	Fair condition
	2	1	2	5	8	Good condition
	3	1	2	5	8	LENGTH
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	6	15	24	Edge loose/missing
	1	2	4	10	16	Cracked edge loose
	2	1	2	5	8	Cracked edge intact
	3	1	2	5	8	AREA
DRAINAGE						
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	1	3	6	12		
CONDITION OF CUTTER AND DRAINS CHANNEL ON SIDE DITCH	Water may drain easily from pavement surface					
	GOOD	MODERATE	POOR	VERYPOOR		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN						
	NEVER	RARELY	OCCASIONALLY	ALWAYS		
REMARK :						

# INVENTORY DATA FORM

Street name 1		Section No. 1		DISTRESS POINTS	
From <u>LEMAN ABANG</u> To <u>KASAK</u>		17		PAVEMENT	DRAINAGE
Riding Quality		1	2	3	4
		1	2	3	4
CONDITION		RETENT			
		SEVERITY			
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	1	2	4	10	16
	2	1	2	5	8
	3	1	2	5	8
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	1	2	4	10	16
	2	1	2	5	8
	3	1	2	5	8
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	1	2	4	10	16
	2	1	2	5	8
	3	1	2	5	8
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	1	2	4	10	16
	2	1	2	5	8
	3	1	2	5	8
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	1	2	4	10	16
	2	1	2	5	8
	3	1	2	5	8
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	1	2	4	10	16
	2	1	2	5	8
	3	1	2	5	8
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	1	2	4	10	16
	2	1	2	5	8
	3	1	2	5	8
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	1	2	4	10	16
	2	1	2	5	8
	3	1	2	5	8
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	1	2	4	10	16
	2	1	2	5	8
	3	1	2	5	8
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	1	2	4	10	16
	2	1	2	5	8
	3	1	2	5	8
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	1	2	4	10	16
	2	1	2	5	8
	3	1	2	5	8
DRAINAGE	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	1	2	4	10	16
	2	1	2	5	8
	3	1	2	5	8
PAVEMENT SURFACE RETENTION	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	1	2	4	10	16
	2	1	2	5	8
	3	1	2	5	8
CONDITION OF CUTTER AND DRAIN CHANNEL OR SIDE DITCH	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	1	2	4	10	16
	2	1	2	5	8
	3	1	2	5	8
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	0-1%	1-10%	10-30%	30-60%	>60%
	0	3	6	15	24
	1	2	4	10	16
	2	1	2	5	8
	3	1	2	5	8
REMARK :					

## INVENTORY DATA FORM

Street name : <u>LEMAN AVENUE</u>		Section No. : <u>18</u>		DISTRESS POINTS	
From <u>LEMAN AVENUE</u> To <u>LEMAN AVENUE</u>				PAVEMENT	DRAINAGE
Riding Quality		1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/>		<u>28.2</u>	
CONDITION	RETENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
DRAINAGE					
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%
0		1	2	3	4
Water may drain easily from pavement surface					
CONDITION OF GUTTER AND DRAINING CHANNEL OR SIDE DITCH		GOOD	MODERATE	POOR	VERY POOR
0		1	2	3	4
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN		NEVER	RARELY	OCCASIONALLY	ALWAYS
0		1	2	3	4
REMARK :					

## INVENTORY DATA FORM

Street Name (From <u>LEMAN</u> To <u>ABACUS</u> )		Section No. <u>19</u>		DISTRESS POINTS Pavement <u>322</u> Drainage <u>    </u>	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>
CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
RAVELING/WEATHERING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
ALLIGATOR CRACKING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
PROFILE DISTORTION	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
BLOCK CRACKING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
TRANSVERSE CRACKING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
LONGITUDINAL CRACKING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
RUTTING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
EXCESS ASPHALT	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
BITUMINOUS PATCHING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
EDGE DETERIORATION	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
DRAINAGE					
PAVEMENT SURFACE RETENTION	0	<10%	10-30%	30-60%	>60%
	0	1	2	3	4
CONDITION OF CUTTER AND DRAINS CHANNEL OR SIDE DITCH	0	1	2	3	4
	0	1	2	3	4
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	0	1	2	3	4
	0	1	2	3	4

REMARK :

# INVENTORY DATA FORM

Street name : <u>LEMAH</u>		Section No. : <u>323</u>		DISTRESS POINTS		
From <u>LEMAH</u> To <u>KRASA</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/>		<u>3.1</u>		
CONDITION	EXTENT					SEVERITY
POTHOLES	None	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7.5 cm in depth
	0	1 ✓	2	10	18	2.5 - 7.5 cm
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
	0	1	2	10	18	from small hole/pit
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
	0	1 ✓	2	10	18	Spalled and tight
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Minor loss
	0	1	2	10	18	Major loss
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
	0	1	2	10	18	With cracking
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Plastic weaving
	0	1	2	10	18	Plastic weaving
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 cm spalled
	0	1	2	10	18	> 1 cm spalled
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 0.5 cm or sealed
	0	1	2	10	18	> 0.5 cm or sealed
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 2.5 cm in depth
	0	1	2	10	18	> 1.5 - 2.5 cm
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 2.5 cm spalled
	0	1	2	10	18	> 0.5 - 2.5 cm spalled
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 0.5 cm or sealed
	0	1	2	10	18	> 0.5 cm or sealed
DRAINAGE	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 2.5 cm in depth
	0	1	2	10	18	> 1.5 - 2.5 cm
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	1	2	8	12		
	0	1	2	10	18	
CONDITION OF GUTTER AND DRAINAGE CHANNEL OR SIDE DITCH	0	1	2	3	4	
	GOOD	MODERATE	POOR	VERY POOR		
	0	1	2	3	4	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	0	1	2	3	4	
	NEVER	RARELY	OCCASIONALLY	ALWAYS		
	0	1	2	3	4	

REMARK :

# INVENTORY DATA FORM

Street name : <u>LEONARDO ARAUJO</u>		Section No. : <u>21</u>		DISTRESS POINTS	
From <u>LEONARDO ARAUJO</u> To <u>KLASOV</u>				PAVEMENT	DETRIMENT
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>
				21,8	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1.5 cm. in depth
	0	2	4	10	16	2.5 - 1.5 cm.
	0-1%	1-10%	10-30%	30-60%	>60%	> 2.5 cm. in depth
RAVELING/WEATHERING		3	6	15	24	AREA
	0	2	4	10	16	Highly pitted/rough
	0-1%	1-10%	10-30%	30-60%	>60%	None small hole/pit
	0	2	4	10	16	Minor loss
ALLIGATOR CRACKING		3	6	15	24	AREA
	0	2	4	10	16	Spalled and loose
	0-1%	1-10%	10-30%	30-60%	>60%	Spalled and tight
	0	2	4	10	16	Half line
PROFILE DISTORTION		3	6	15	24	AREA
	0	2	4	10	16	With cracks & holes
	0-1%	1-10%	10-30%	30-60%	>60%	With cracking
	0	2	4	10	16	Plastic weaving
BLOCK CRACKING		3	6	15	24	AREA
	0	2	4	10	16	> 1 cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	0.5 - 1 cm. spalled
	0	2	4	10	16	< 0.5 cm. or spalled
TRANSVERSE CRACKING		3	6	15	24	LENGTH
	0	2	4	10	16	> 2.5 cm. spalled full
	0-1%	1-10%	10-30%	30-60%	>60%	0.5 - 2.5 cm. spalled half
	0	2	4	10	16	< 0.5 cm. spalled part
LONGITUDINAL CRACKING		3	6	15	24	AREA
	0	2	4	10	16	> 2.5 cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	0.5 - 2.5 cm. spalled
	0	2	4	10	16	< 0.5 cm. or spalled
ROUTING		3	6	15	24	LENGTH
	0	2	4	10	16	> 2.5 cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	1.5 - 2.5 cm.
	0	2	4	10	16	1.5 cm. in depth
EXCESS ASPHALT		3	6	15	24	AREA
	0	2	4	10	16	Little visible edge
	0-1%	1-10%	10-30%	30-60%	>60%	Wheel track smooth
	0	2	4	10	16	Carve small patches
BITUMINOUS PATCHING		3	6	15	24	AREA
	0	2	4	10	16	Poor condition
	0-1%	1-10%	10-30%	30-60%	>60%	Fair condition
	0	2	4	10	16	Good condition
EDGE DETERIORATION		3	6	15	24	LENGTH
	0	2	4	10	16	Edge loose/missing
	0-1%	1-10%	10-30%	30-60%	>60%	Cracked edge jagged
	0	2	4	10	16	Cracked edge intact
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of water retained on surface	
	1	3	6	12		
CONDITION OF GUTTER AND DRAINAGE CHANNEL OR SIDE DITCH	Water may drain easily from pavement surface					
	GOOD	MODERATE	POOR	VERYPOOR		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER					
	0	3	6	12	24	

REMARK :	
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## INVENTORY DATA FORM

Street name : <u>LEMAH</u>		Section No. : <u>22</u>		DISTRESS POINTS	
From <u>ABONG</u> To <u>KRASEK</u>				PAVERMENT	DRAINAGE
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>
		26.3			
CONDITION	EXTENT				
	0-10%	10-30%	30-60%	>60%	SEVERITY
POTHOLES	0-10%	10-30%	30-60%	>60%	AKRA
	0	1	2	3	> 1.5 Cm. in depth
	0	1	2	3	2.5 - 7.5 cm
	0	1	2	3	> 2.5 Cm. in depth
RAVELING/WEATHERING	0-10%	10-30%	30-60%	>60%	AKRA
	0	1	2	3	Highly pitted/rough
	0	1	2	3	Some small hole/cracks
	0	1	2	3	Minor loose
ALLIGATOR CRACKING	0-10%	10-30%	30-60%	>60%	AKRA
	0	1	2	3	Spalled and loose
	0	1	2	3	Spalled and tight
	0	1	2	3	Hair line
PROFILE DISTORTION	0-10%	10-30%	30-60%	>60%	AKRA
	0	1	2	3	With cracks & holes
	0	1	2	3	With cracking
	0	1	2	3	Plastic warping
BLOCK CRACKING	0-10%	10-30%	30-60%	>60%	AKRA
	0	1	2	3	> 1 Cm. spalled
	0	1	2	3	0.5 - 1 Cm. spalled
	0	1	2	3	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	> 2.5cm spalled full
	0	1	2	3	0.5-2.5 spalled half
	0	1	2	3	< 0.5cm sealed part
LONGITUDINAL CRACKING	0-10%	10-30%	30-60%	>60%	AKRA
	0	1	2	3	> 2.5 Cm. spalled
	0	1	2	3	0.5-2.5 cm spalled
	0	1	2	3	< 0.5 Cm. or sealed
RUTTING	0-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	> 2.5 Cm. in depth
	0	1	2	3	1.5 - 2.5 cm
	0	1	2	3	< 1.5 Cm. in depth
EXCESS ASPHALT	0-10%	10-30%	30-60%	>60%	AKRA
	0	1	2	3	Little visible edge
	0	1	2	3	Wheel track smooth
	0	1	2	3	Some small patches
BITUMINOUS PATCHING	0-10%	10-30%	30-60%	>60%	AKRA
	0	1	2	3	Poor condition
	0	1	2	3	Fair condition
	0	1	2	3	Good condition
EDGE DETERIORATION	0-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	Edge loose/missing
	0	1	2	3	Cracked edge jagged
	0	1	2	3	Cracked edge intact
DRAINAGE					
PAYMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF CUTTER AND DRAINING CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	
REMARK :					

## INVENTORY DATA FORM

Street name : <u>LEWIS AVE</u>		Section No. : <u>23</u>		DISTRESS POINTS		
From <u>LEWIS AVE</u> To <u>KROSAK</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
				27.6		
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-30%	30-50%	50-80%	80%	AREA
	0	1	2	3	4	> 1.5 Cm. in depth
	0-1%	1-10%	10-30%	30-60%	60%	2.5 - 1.5 Cm.
	0	1	2	3	4	< 2.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	60%	AREA
	0	1	2	3	4	Highly pitted/rough
	0-1%	1-10%	10-30%	30-60%	60%	Some small hole/pit
	0	1	2	3	4	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	60%	AREA
	0	1	2	3	4	Spalled and loose
	0-1%	1-10%	10-30%	30-60%	60%	Spalled and light
	0	1	2	3	4	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	60%	AREA
	0	1	2	3	4	With cracks & holes
	0-1%	1-10%	10-30%	30-60%	60%	With cracking
	0	1	2	3	4	Plastic warping
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	60%	AREA
	0	1	2	3	4	> 1 Cm. spalled
	0-1%	1-10%	10-30%	30-60%	60%	0.5 - 1 Cm. spalled
	0	1	2	3	4	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	60%	LENGTH
	0	1	2	3	4	< 2.5 Cm. spalled, full
	0-1%	1-10%	10-30%	30-60%	60%	0.5-2.5 spalled, half
	0	1	2	3	4	< 0.5 Cm. sealed, full
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	60%	AREA
	0	1	2	3	4	> 2.5 Cm. spalled
	0-1%	1-10%	10-30%	30-60%	60%	0.5-2.5 Cm. spalled
	0	1	2	3	4	< 0.5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	60%	LENGTH
	0	1	2	3	4	> 2.5 Cm. in depth
	0-1%	1-10%	10-30%	30-60%	60%	1.5 - 2.5 Cm.
	0	1	2	3	4	< 1.5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	60%	AREA
	0	1	2	3	4	Little visible edge
	0-1%	1-10%	10-30%	30-60%	60%	Wheel track rough
	0	1	2	3	4	Some seal patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	60%	AREA
	0	1	2	3	4	Poor condition
	0-1%	1-10%	10-30%	30-60%	60%	Fair condition
	0	1	2	3	4	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	60%	LENGTH
	0	1	2	3	4	Edge loose/missing
	0-1%	1-10%	10-30%	30-60%	60%	Cracked edge jagged
	0	1	2	3	4	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	60%	Percent of Water retained on surface	
	1	3	8	12		
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	Water may drain easily from pavement surface					
	GOOD	MODERATE		POOR	VERYPOOR	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER		RARELY		OCCASIONALLY	
	0	0		12	24	

REMARK :

## INVENTORY DATA FORM

Street name: <u>LEMAN</u> Section No. <u>64</u>		DISTRESS POINTS				
From <u>LEMAN</u> To <u>LEACH</u>		PAVEMENT	SEWERAGE			
Riding Quality: 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/>		<u>37.0</u>				
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1.5 Cm. in depth
	0	1	2	5	8	2.5 - 1.5 Cm
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly raveled/rough
	0	1	2	5	8	Good small hole/pit
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
	0	1	2	5	8	Spalled and tight
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
	0	1	2	5	8	With cracking
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Plastic heaving
	0	1	2	5	8	
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2.5 Cm. spalled full
	0	1	2	5	8	0.5-2.5 spalled half
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 2.5 Cm. spalled
	0	1	2	5	8	0.5-2.5 Cm. spalled
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2.5 Cm. in depth
	0	1	2	5	8	1.5 - 2.5 Cm
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible edge
	0	1	2	5	8	Wheel track smooth
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Good condition
	0	1	2	5	8	Fair condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/misling
	0	1	2	5	8	Cracked edge jagged
DRAINAGE						
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	1	3	6	12		
CONDITION OF GUTTER AND DRAINING CHANNEL OR SIDE DITCH	Water may drain easily from pavement surface					
	GOOD	MODERATE		POOR		VERY POOR
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER		RARELY		OCCASIONALLY	
	0		6		12	
REMARKS:						

## INVENTORY DATA FORM

Street name : <u>LEMAN</u>		Section No. : <u>12</u>		DISTRESS POINTS	
From <u>ABAND</u> To <u>KRASON</u>				PAVEMENT	DRAINAGE
Riding Quality		1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/>		<u>49.2</u>	
CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-80%	>80%
		3	6	15	24
		2	4 ✓	10	16
	0	1	2	5 ✓	8
RAVCLING/WEATHERING	0-1%	1-10%	10-30%	30-80%	>80%
		3	6	15	24
		2	4	10	16
	0	1	2 ✓	5	8
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-80%	>80%
		3	6	15	24
		2	4	10	16
	0	1	2 ✓	5	8
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-80%	>80%
		3	6	15	24
		2 ✓	4	10	16
	0	1	2	5	8
BLOCK CRACKING	0-1%	1-10%	10-30%	30-80%	>80%
		3	6	15	24
		2	4	10	16
	0	1	2 ✓	5	8
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-80%	>80%
		3	6	15	24
		2	4 ✓	10	16
	0	1	2	5	8
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-80%	>80%
		3	6	15	24
		2 ✓	4	10	16
	0	1	2	5	8
RUTTING	0-1%	1-10%	10-30%	30-80%	>80%
		3	6	15	24
		2	4	10	16
	0	1 ✓	2	5	8
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-80%	>80%
		3	6	15	24
		2	4	10	16
	0	1	2 ✓	5	8
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-80%	>80%
		3	6	15	24
		2	4	10	16
	0	1	2 ✓	5	8
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-80%	>80%
		3	6	15	24
		2	4	10	16
	0	1	2	5 ✓	8
DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-80%	>80%	Percent of Water retained on surface
	1	3	6	12	
0 Water may drain easily from pavement surface					
CONDITION OF CUTTER AND DRAINING CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	3	12	24	
REMARK :					

# INVENTORY DATA FORM

Street name : <u>LEMAH ABANG</u> To <u>KUALA KANGSAR</u> Section No. : <u>30</u>		DISTRESS POINTS PAVEMENT <u>40.9</u> DRAINAGE <u>      </u>				
Riding Quality <u>1</u> <u>2</u> <u>3</u> <u>4</u> <u>5</u>						
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	> 2.5 cm in depth
	0-1%	1-10%	10-30%	30-60%	>60%	> 2.5 - 7.5 cm in depth
RAVELING/WEATHERING	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	Highly pitted/rough
	0	1	2	3	4	Some small hole/pit
ALLIGATOR CRACKING	0	1	2	3	4	Minor loss
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Spalled and loose
PROFILE DISTORTION	0	1	2	3	4	Spalled and slight
	0-1%	1-10%	10-30%	30-60%	>60%	hair line
	0	1	2	3	4	AREA
BLOCK CRACKING	0	1	2	3	4	With cracks & holes
	0-1%	1-10%	10-30%	30-60%	>60%	With cracking
	0	1	2	3	4	Plastic warping
TRANSVERSE CRACKING	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	> 1 cm spalled
	0	1	2	3	4	0.5 - 1 cm spalled
LONGITUDINAL CRACKING	0	1	2	3	4	> 0.5 cm or sealed
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	4	> 2.5 cm spalled full
RUTTING	0	1	2	3	4	0.4-2.5 spalled half
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 cm sealed part
	0	1	2	3	4	AREA
EXCESS ASPHALT	0	1	2	3	4	> 2.5 cm spalled
	0-1%	1-10%	10-30%	30-60%	>60%	0.5-2.5 cm spalled
	0	1	2	3	4	< 0.5 cm or sealed
BITUMINOUS PATCHING	0	1	2	3	4	LENGTH
	0-1%	1-10%	10-30%	30-60%	>60%	> 2.5 cm in depth
	0	1	2	3	4	1.5 - 2.5 cm
EDGE DETERIORATION	0	1	2	3	4	1.5 cm in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Little visible edge
DRAINAGE	0	1	2	3	4	Wheel track smooth
	0-1%	1-10%	10-30%	30-60%	>60%	Some small patches
	0	1	2	3	4	AREA
PAVEMENT SURFACE RETENTION	0	1	2	3	4	Poor condition
	0-1%	1-10%	10-30%	30-60%	>60%	Fair condition
	0	1	2	3	4	Good condition
CONDITION OF GUTTER AND DRAINAGE CHANNEL OR SIDE DITCH	0	1	2	3	4	LENGTH
	0-1%	1-10%	10-30%	30-60%	>60%	Edge loose/missing
	0	1	2	3	4	Cracked edge jagged
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	0	1	2	3	4	Cracked edge intact
	0-1%	1-10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	0	1	2	3	4	Water may drain easily from pavement surface
REMARK :	0	1	2	3	4	GOOD
	0-1%	1-10%	10-30%	30-60%	>60%	MODERATE
	0	1	2	3	4	POOR
	0	1	2	3	4	VERY POOR
	0-1%	1-10%	10-30%	30-60%	>60%	NEVER
	0	1	2	3	4	RARELY
	0	1	2	3	4	OCCASIONALLY
	0-1%	1-10%	10-30%	30-60%	>60%	ALWAYS
	0	1	2	3	4	

## INVENTORY DATA FORM

Street name : <u>C. K. ALONG</u>		Section No. : <u>1</u>		DISTRESS POINTS		
From <u>C. K. ALONG</u> To <u>C. K. ALONG</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
29.0						
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 7.5 Cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	2.5 - 7.5 Cm. in depth
RAVELING/WEATHERING	0	3	8	15	24	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	Highly pitted/rough
	0	3	8	15	24	Some small hole/pit
ALLIGATOR CRACKING	0	3	8	15	24	Minor loss
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Spalled and loose
PROFILE DISTORTION	0	3	8	15	24	Spalled and tight
	0-1%	1-10%	10-30%	30-60%	>60%	Rail line
	0	3	8	15	24	AREA
BLOCK CRACKING	0	3	8	15	24	With cracks & holes
	0-1%	1-10%	10-30%	30-60%	>60%	With cracking
	0	3	8	15	24	Plastic warping
TRANSVERSE CRACKING	0	3	8	15	24	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	> 1 Cm. spalled
	0	3	8	15	24	0.5 - 1 Cm. spalled
LONGITUDINAL CRACKING	0	3	8	15	24	< 0.5 Cm. or sealed
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	> 2.5 Cm. spalled full
RUTTING	0	3	8	15	24	0.5 - 2.5 Cm. spalled half
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 Cm. sealed part
	0	3	8	15	24	AREA
EXCESS ASPHALT	0	3	8	15	24	> 2.5 Cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	0.5 - 2.5 Cm. spalled
	0	3	8	15	24	< 0.5 Cm. or sealed
BITUMINOUS PATCHING	0	3	8	15	24	LENGTH
	0-1%	1-10%	10-30%	30-60%	>60%	> 2.5 Cm. in depth
	0	3	8	15	24	1.5 - 2.5 Cm. in depth
EDGE DETERIORATION	0	3	8	15	24	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	Little visible edge
	0	3	8	15	24	Wheel track smooth
DRAINAGE	0	3	8	15	24	Area small patches
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Poor condition
PAVEMENT SURFACE RETENTION	0	3	8	15	24	Fair condition
	0-1%	1-10%	10-30%	30-60%	>60%	Good condition
	0	3	8	15	24	LENGTH
CONDITION OF CUTTER AND DRAIN CHANNEL OR SIDE DITCH	0	3	8	15	24	Edge loose/missing
	0-1%	1-10%	10-30%	30-60%	>60%	Cracked edge jagged
	0	3	8	15	24	Cracked edge intact
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	0	3	8	15	24	Percent of water retained on surface
	0-1%	1-10%	10-30%	30-60%	>60%	Water may drain easily from pavement surface
	0	3	8	15	24	GOOD MODERATE POOR VERY POOR
REMARK :	0	3	8	15	24	NEVER HARDLY OCCASIONALLY ALWAYS
	0-1%	1-10%	10-30%	30-60%	>60%	0 3 6 12 24
	0	3	8	15	24	

## INVENTORY DATA FORM

Street name 1		Section No. 1		DISTRESS POINTS		
From <u>CALABANG</u> To <u>CALAMANGA</u>				PAVEMENT	GRADE	
Riding Quality		1	2	3	4	5
CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	60%	AREA
	0	3	6	15	24	> 1.5 Cm. in depth
	1	2	4	10	16	2.5 - 1.5 Cm.
	2	1	2	5	8	< 2.5 Cm. in depth
	3	1	2	5	8	AREA
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	60%	AREA
	0	3	6	15	24	Highly pitted/rough
	1	2	4	10	16	from small hole/slit
	2	1	2	5	8	Minor loss
	3	1	2	5	8	AREA
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	60%	AREA
	0	3	6	15	24	Spalled and loose
	1	2	4	10	16	Spalled and slight
	2	1	2	5	8	Half line
	3	1	2	5	8	AREA
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	60%	AREA
	0	3	6	15	24	With cracks & holes
	1	2	4	10	16	With cracking
	2	1	2	5	8	Plastic warping
	3	1	2	5	8	AREA
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	60%	AREA
	0	3	6	15	24	> 1 Cm. & spalled
	1	2	4	10	16	0.5 - 1 Cm. spalled
	2	1	2	5	8	< 0.5 Cm. or sealed
	3	1	2	5	8	LENGTH
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	60%	AREA
	0	3	6	15	24	> 2.5 Cm. spalled, full
	1	2	4	10	16	0.5 - 2.5 spalled, half
	2	1	2	5	8	< 0.5 Cm. sealed, part
	3	1	2	5	8	LENGTH
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	60%	AREA
	0	3	6	15	24	> 2.5 Cm. spalled
	1	2	4	10	16	0.5 - 2.5 Cm. spalled
	2	1	2	5	8	< 0.5 Cm. or sealed
	3	1	2	5	8	LENGTH
RUTTING	0-1%	1-10%	10-30%	30-60%	60%	AREA
	0	3	6	15	24	> 2.5 Cm. in depth
	1	2	4	10	16	1.5 - 2.5 Cm.
	2	1	2	5	8	1.5 Cm. in depth
	3	1	2	5	8	AREA
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	60%	AREA
	0	3	6	15	24	Little visible after
	1	2	4	10	16	Wheel track smooth
	2	1	2	5	8	Local seal patches
	3	1	2	5	8	AREA
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	60%	AREA
	0	3	6	15	24	Poor condition
	1	2	4	10	16	Fair condition
	2	1	2	5	8	Good condition
	3	1	2	5	8	LENGTH
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	60%	AREA
	0	3	6	15	24	Edge loose/missing
	1	2	4	10	16	Cracked edge jagged
	2	1	2	5	8	Cracked edge intact
	3	1	2	5	8	AREA
DRAINAGE						
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	60%	Percent of Water retained on surface	
	1	3	6	12		
CONDITION OF GUTTER AND DRAIN CHANNEL OR SIDE DITCH	0	Water may drain easily from pavement surface				
	GOOD	MODERATE	POOR	VERY POOR		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS		
	0	3	6	12	24	

# INVENTORY DATA FORM

Street name : <u>Cikalong</u>		Section No. : <u>5</u>		DISTRESS POINTS		
From <u>Cikalong</u> To <u>Manawa</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
		25.5				
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
	0	2	4	10	24	> 7.5 Cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	2.5 - 7.5 Cm
RAVELING/WEATHERING	0	2	4	10	24	< 2.5 Cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	2	4	10	24	Highly pitted/rough
ALLIGATOR CRACKING	0	2	4	10	24	Some small hole/cracks
	0-1%	1-10%	10-30%	30-60%	>60%	Minor loss
	0	2	4	10	24	AREA
PROFILE DISTORTION	0	2	4	10	24	Spalled and loose
	0-1%	1-10%	10-30%	30-60%	>60%	Spalled and tight
	0	2	4	10	24	Half line
BLOCK CRACKING	0	2	4	10	24	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	With cracks & holes
	0	2	4	10	24	With cracking
TRANSVERSE CRACKING	0	2	4	10	24	Plastic warping
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	2	4	10	24	> 1 Cm. spalled
LONGITUDINAL CRACKING	0	2	4	10	24	0.5 - 1 Cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 Cm. or sealed
	0	2	4	10	24	LENGTH
RUTTING	0	2	4	10	24	> 2.5 Cm. spalled full
	0-1%	1-10%	10-30%	30-60%	>60%	0.5-2.5 spalled half
	0	2	4	10	24	< 0.5 Cm. sealed part
EXCESS ASPHALT	0	2	4	10	24	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	> 2.5 Cm. in depth
	0	2	4	10	24	1.5 - 2.5 Cm
BITUMINOUS PATCHING	0	2	4	10	24	< 1.5 Cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	2	4	10	24	Little visible sign
EDGE DETERIORATION	0	2	4	10	24	Wheel track smooth
	0-1%	1-10%	10-30%	30-60%	>60%	Some small patches
	0	2	4	10	24	AREA
DRAINAGE	0	2	4	10	24	Poor condition
	0-1%	1-10%	10-30%	30-60%	>60%	Fair condition
	0	2	4	10	24	Good condition
PAVEMENT SURFACE RETENTION	0	2	4	10	24	LENGTH
	0-1%	1-10%	10-30%	30-60%	>60%	Edge loose/missing
	0	2	4	10	24	Cracked edge jagged
CONDITION OF GUTTER AND DRAIN CHANNELS OR SIDE DITCH	0	2	4	10	24	Cracked edge intact
	0-1%	1-10%	10-30%	30-60%	>60%	Percent of water retained on surface
	0	2	4	10	24	Water may drain easily from pavement surface
OCCURRENCE OF EROSION BY WATER AFTER RAIN	0	2	4	10	24	GOOD
	0-1%	1-10%	10-30%	30-60%	>60%	MODERATE
	0	2	4	10	24	POOR

REMARK :



**INVENTORY DATA FORM**

Street name : From <u>CIKALONG</u> To <u>CIKAMAYA</u>		Section No. : <u>(7)</u>		DISTRESS POINTS PAVEMENT DRAINAGE				
Riding Quality		1	2	3	4	5	26,0	
CONDITION		EXTENT					SEVERITY	
POTHOLES	None	0-10%	10-30%	30-60%	>60%	AREA		
	0	3	8	15	24	> 1.5 Cm. in depth		
	0-1%	1	2	3	4	2.5 - 1.5 Cm.		
RAVELING/WEATHERING	0	1	2	3	4	< 2.5 Cm. in depth		
	0-1%	1-10%	10-30%	30-60%	>60%	AREA		
	0	3	8	15	24	Highly pitted/rough		
ALLIGATOR CRACKING	0	1	2	3	4	Small loose hole/cracks		
	0-1%	1-10%	10-30%	30-60%	>60%	AREA		
	0	3	8	15	24	Spalled and loose		
PROFILE DISTORTION	0	1	2	3	4	Spalled and tight		
	0-1%	1-10%	10-30%	30-60%	>60%	Half line		
	0	3	8	15	24	AREA		
BLOCK CRACKING	0	1	2	3	4	With cracks & holes		
	0-1%	1-10%	10-30%	30-60%	>60%	With cracking		
	0	3	8	15	24	Plastic weaving		
TRANSVERSE CRACKING	0	1	2	3	4	AREA		
	0-1%	1-10%	10-30%	30-60%	>60%	> 1 Cm. spalled		
	0	3	8	15	24	0.5 - 1 Cm. spalled		
LONGITUDINAL CRACKING	0	1	2	3	4	< 0.5 Cm. or sealed		
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH		
	0	3	8	15	24	> 1.5 Cm. spalled full		
RUTTING	0	1	2	3	4	0.5-2.5 spalled, half		
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 Cm. or sealed		
	0	3	8	15	24	LENGTH		
EXCESS ASPHALT	0	1	2	3	4	> 2.5 Cm. in depth		
	0-1%	1-10%	10-30%	30-60%	>60%	1.5 - 2.5 Cm.		
	0	3	8	15	24	1.5 Cm. in depth		
BITUMINOUS PATCHING	0	1	2	3	4	AREA		
	0-1%	1-10%	10-30%	30-60%	>60%	Little visible edge		
	0	3	8	15	24	Wheel track smooth		
EDGE DETERIORATION	0	1	2	3	4	Good seal patches		
	0-1%	1-10%	10-30%	30-60%	>60%	AREA		
	0	3	8	15	24	Poor condition		
DRAINAGE	0	1	2	3	4	Fair condition		
	0-1%	1-10%	10-30%	30-60%	>60%	Good condition		
	0	3	8	15	24	LENGTH		
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface			
	1	3	6	12				
	0	Water may drain easily from pavement surface						
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE		POOR		VERY POOR		
	0	3		6		9		
	0	6		12		24		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	HARDLY		OCCASIONALLY		ALWAYS		
	0	6		12		24		

## INVENTORY DATA FORM

Street name : <u>                    </u>		Section No. : <u>5</u>		DISTRESS POINTS	
From <u>CHALONG</u> To <u>CHAMAYA</u>				PAYMENT	DEGRADE
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>
		26.8			
CONDITION	EXTENT				SEVERITY
POTHOLES	None	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
RAVELING/WEATHERING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
ALLIGATOR CRACKING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
PROFILE DISTORTION	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
BLOCK CRACKING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
TRANSVERSE CRACKING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
LONGITUDINAL CRACKING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
RUTTING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
EXCESS ASPHALT	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
BITUMINOUS PATCHING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
EDGE DETERIORATION	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
DRAINAGE					
PAYMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	Water may drain easily from pavement surface				
	GOOD	MODERATE	POOR	VERY POOR	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER				
	0	6	12	24	

REMARK :

## INVENTORY DATA FORM

Street name: <u>CIRALAN</u>		Section No.: <u>16</u>		DISTRESS POINTS		
From <u>CIRALAN</u> To <u>CILAMAYA</u>				PAVEMENT	DEGRADE	
Riding Quality: 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/>				<u>28.3</u>		
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 7.5 cm. in depth
	0	2	4	10	16	2.5 - 7.5 cm.
	0-1%	1	2	5	8	< 2.5 cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Highly pitted/rough
	0	2	4	10	16	Some small hole/pit
	0-1%	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Cracked and loose
	0	2	4	10	16	Cracked and tight
	0-1%	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	With cracks & holes
	0	2	4	10	16	With cracking
	0-1%	1	2	5	8	Pinhole weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 1 cm. cracked
	0	2	4	10	16	0.5 - 1 cm. cracked
	0-1%	1	2	5	8	< 0.5 cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	> 5 cm. sealed full
	0	2	4	10	16	0.5-2.5 sealed half
	0-1%	1	2	5	8	< 0.5 cm. sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 2.5 cm. sealed
	0	2	4	10	16	0.5-2.5 cm. sealed
	0-1%	1	2	5	8	< 0.5 cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	> 2.5 cm. in depth
	0	2	4	10	16	1.5 - 2.5 cm.
	0-1%	1	2	5	8	< 1.5 cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Little visible edge
	0	2	4	10	16	Wheel track smooth
	0-1%	1	2	5	8	Some seal patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Poor condition
	0	2	4	10	16	Fair condition
	0-1%	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	3	8	15	24	Edge loose/missing
	0	2	4	10	16	Cracked edge jagged
	0-1%	1	2	5	8	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of water retained on surface	
	1	3	4	12		
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	Water may drain easily from pavement surface					
	GOOD	MODERATE	POOR	VERY POOR		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN						
	NEVER	RARELY	OCCASIONALLY	ALWAYS		
REMARK 1						

## INVENTORY DATA FORM

Street name : <u>                    </u>		Section No. : <u>7</u>		DISTRESS POINTS		
From <u>CIVIL</u> To <u>CLAMANA</u>				PAYMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	
CONDITION		EXTENT				SEVERITY
POTHOLES	None	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7.5 Cm. in depth
		2	4	10	18	2.5 - 7.5 cm
	0	1	2	5	8	< 2.5 Cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
RAVELING/WEATHERING		3	8	15	24	Highly pitted/rough
		2	4	10	18	from small hole/pit
	0	1	2	5	8	Minor loss
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
ALLIGATOR CRACKING		2	4	10	18	Spalled and tight
	0	1	2	5	8	hair line
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
		2	4	10	18	With cracking
PROFILE DISTORTION	0	1	2	5	8	Pinhole weaving
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	
		2	4	10	18	
	0	1	2	5	8	
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 Cm. spalled
		2	4	10	18	0.5 - 1 Cm. spalled
	0	1	2	5	8	< 0.5 cm. or sealed
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
TRANSVERSE CRACKING		3	8	15	24	> 2.5cm spalled full
		2	4	10	18	0.5-2.5 spalled half
	0	1	2	5	8	< 0.5cm. sealed part
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 2.5 Cm. spalled
LONGITUDINAL CRACKING		2	4	10	18	0.5-2.5 cm spalled
	0	1	2	5	8	< 0.5 cm. or sealed
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2.5 Cm. in depth
		2	4	10	18	1.5 - 2.5 Cm
RUTTING	0	1	2	5	8	1.5 Cm in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Cities visible edge
		2	4	10	18	Wheel track smooth
	0	1	2	5	8	from small patches
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
		2	4	10	18	Fair condition
	0	1	2	5	8	Good condition
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
BITUMINOUS PATCHING		3	8	15	24	Edge loose/missing
		2	4	10	18	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact
	0-1%	1-10%	10-30%	30-60%	>60%	
		3	8	15	24	
DRAINAGE		2	4	10	18	
	0	1	2	5	8	
		3	8	15	24	
		2	4	10	18	
	0	1	2	5	8	
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	1	3	8	12		
	0	Water may drain easily from pavement surface				
		GOOD	MODERATE	POOR	VERY POOR	
	0	3	8	12	24	
CONDITION OF GUTTER AND DRAIN CHANNEL ON SIDE DITCH	NEVER	RARELY	OCCASIONALLY	ALWAYS		
	0	3	8	12	24	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN						

REMARK :

## INVENTORY DATA FORM

Street name : <u>CHALAN</u>		Section No. : <u>3</u>		DISTRESS POINTS	
From <u>CHALAN</u> To <u>CHALAN</u>				PAVEMENT	TRAFFIC
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>
		5 <input type="checkbox"/>	6 <input type="checkbox"/>	7 <input type="checkbox"/>	8 <input type="checkbox"/>
CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	60%
RAVELING/WEATHERING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	60%
ALLIGATOR CRACKING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	60%
PROFILE DISTORTION	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	60%
BLOCK CRACKING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	60%
TRANSVERSE CRACKING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	60%
LONGITUDINAL CRACKING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	60%
RUTTING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	60%
EXCESS ASPHALT	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	60%
BITUMINOUS PATCHING	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	60%
EDGE DETERIORATION	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	60%
DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	60%	Percent of Water retained on surface
	1	3	6	12	
CONDITION OF GUTTER AND DRAIN CHANNEL OR SIDE DITCH	Water may drain easily from pavement surface				
	GOOD	MODERATE	POOR	VERY POOR	
OCCURRENCE OF FLOODING BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	12	24	
REMARK :					

## INVENTORY DATA FORM

Street name : <u>C. K. A. R. I. N. G.</u>		Section No. : <u>5</u>		DISTRESS POINTS		
From <u>C. K. A. R. I. N. G.</u> To <u>C. I. L. A. M. A. Y. A.</u>				PAVEMENT	DETAILED	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	
		5 <input type="checkbox"/>	6 <input type="checkbox"/>	7 <input type="checkbox"/>	8 <input type="checkbox"/>	
COMPLETION		EXTENT				
		SEVERITY				
POTHOLES		NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4	5
RAVELING/WEATHERING		NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4	5
ALLIGATOR CRACKING		NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4	5
PROFILE DISTORTION		NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4	5
BLOCK CRACKING		NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4	5
TRANSVERSE CRACKING		NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4	5
LONGITUDINAL CRACKING		NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4	5
RUTTING		NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4	5
EXCESS ASPHALT		NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4	5
BITUMINOUS PATCHING		NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4	5
EDGE DETERIORATION		NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4	5
DRAINAGE						
PAVEMENT SURFACE RETENTION		10%	10-30%	30-60%	>60%	Percent of Water retained on surface
		1	2	3	4	
CONDITION OF GUTTER AND DRAINAGE CHANNEL OR SIDE DITCH		Water may drain easily from pavement surface				
		GOOD	MODERATE	POOR	VERY POOR	
		0	1	2	3	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN						
		NEVER	RARELY	OCCASIONALLY	ALWAYS	
		0	1	2	3	
REMARK :						

## INVENTORY DATA FORM

Street name: <u>CLARKSON</u>		Section No. <u>102</u>		DISTRESS POINTS	
From <u>CLARKSON</u> To <u>CLARKSON</u>				PAVEMENT <u>32.1</u>	
Riding Quality <u>1</u> <u>2</u> <u>3</u> <u>4</u> <u>5</u>				DRAINAGE	
CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
RAVELING/WEATHERING	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
ALLIGATOR CRACKING	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
PROFILE DISTORTION	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
BLOCK CRACKING	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
TRANSVERSE CRACKING	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
LONGITUDINAL CRACKING	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
RUTTING	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
EXCESS ASPHALT	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
BITUMINOUS PATCHING	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
EDGE DETERIORATION	NONE	0-10%	10-30%	30-60%	>60%
	0	1	2	3	4
	0-1%	1-10%	10-30%	30-60%	>60%
	0	1	2	3	4
DRAINAGE					
PAVEMENT SURFACE RETENTION	Percent of Water retained on surface				
	<10%	10-30%	30-60%	>60%	
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	Water may drain easily from pavement surface				
	GOOD	MODERATE	POOR	VERY POOR	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER				
	0	3	6	24	

REMARK :

# INVENTORY DATA FORM

Street name: <u>CUBA DRIVE</u>		Section No.: <u>22</u>		DISTRESS POINTS		
From <u>CUBA DRIVE</u> To <u>SILABAYO</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>
CONDITION	EXTENT				SEVERITY	
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	
	0	1	2	3	4	
	0-1%	1-10%	10-30%	30-60%	>60%	
	0	1	2	3	4	
	0-1%	1-10%	10-30%	30-60%	>60%	
PAVELING/WEATHERING	0	1	2	3	4	
	0-1%	1-10%	10-30%	30-60%	>60%	
	0	1	2	3	4	
	0-1%	1-10%	10-30%	30-60%	>60%	
	0	1	2	3	4	
ALLIGATOR CRACKING	0	1	2	3	4	
	0-1%	1-10%	10-30%	30-60%	>60%	
	0	1	2	3	4	
	0-1%	1-10%	10-30%	30-60%	>60%	
	0	1	2	3	4	
PROFILE DISTORTION	0	1	2	3	4	
	0-1%	1-10%	10-30%	30-60%	>60%	
	0	1	2	3	4	
	0-1%	1-10%	10-30%	30-60%	>60%	
	0	1	2	3	4	
BLOCK CRACKING	0	1	2	3	4	
	0-1%	1-10%	10-30%	30-60%	>60%	
	0	1	2	3	4	
	0-1%	1-10%	10-30%	30-60%	>60%	
	0	1	2	3	4	
TRANSVERSE CRACKING	0	1	2	3	4	
	0-1%	1-10%	10-30%	30-60%	>60%	
	0	1	2	3	4	
	0-1%	1-10%	10-30%	30-60%	>60%	
	0	1	2	3	4	
LONGITUDINAL CRACKING	0	1	2	3	4	
	0-1%	1-10%	10-30%	30-60%	>60%	
	0	1	2	3	4	
	0-1%	1-10%	10-30%	30-60%	>60%	
	0	1	2	3	4	
RUTTING	0	1	2	3	4	
	0-1%	1-10%	10-30%	30-60%	>60%	
	0	1	2	3	4	
	0-1%	1-10%	10-30%	30-60%	>60%	
	0	1	2	3	4	
EXCESS ASPHALT	0	1	2	3	4	
	0-1%	1-10%	10-30%	30-60%	>60%	
	0	1	2	3	4	
	0-1%	1-10%	10-30%	30-60%	>60%	
	0	1	2	3	4	
BITUMINOUS PATCHING	0	1	2	3	4	
	0-1%	1-10%	10-30%	30-60%	>60%	
	0	1	2	3	4	
	0-1%	1-10%	10-30%	30-60%	>60%	
	0	1	2	3	4	
EDGE DETERIORATION	0	1	2	3	4	
	0-1%	1-10%	10-30%	30-60%	>60%	
	0	1	2	3	4	
	0-1%	1-10%	10-30%	30-60%	>60%	
	0	1	2	3	4	
SEVERITY	AREA > 7.5 Cm. in depth 2.5 - 7.5 Cm. 12.5 Cm. in depth AREA Highly pitted/rough from small holes/fill Minor loss AREA Spalled and loose Spalled and light Hair line AREA With cracks & holes With cracking Plastic wearing AREA > 1 Cm. spalled 0.5 - 1 Cm. spalled < 0.5 Cm. or sealed LENGTH > 50cm spalled full 0.5-2.5 spalled half < 0.5cm sealed part AREA > 2.5 Cm. spalled 0.5-2.5 Cm. spalled < 0.5 Cm. or sealed LENGTH > 2.5 Cm. in depth 1.5 - 2.5 Cm. 1.5 Cm. in depth AREA Little visible agg. Wheel track smooth More than small patches AREA Poor condition Fair condition Good condition LENGTH Edge loose/missing Cracked edge jagged Cracked edge intact					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
0	1	2	3	4		
0	Water may drain easily from pavement surface					
CONDITION OF CUTTER AND DRAIN CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR		
0	3	6	9			
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS		
0	6	12	24			

REMARK :



# INVENTORY DATA FORM

Street name: <u>CIVILIAN</u>		Section No. <u>32</u>		DISTRESS POINTS		
From <u>CIVILIAN</u> To <u>SILAMAYA</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/>		<u>32.5</u>		
CONDITION	EXTENT					SEVERITY
POTHOLES	None	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7.5 Cm. in depth
	0	2 ✓	4	10	18	2.5 - 7.5 Cm
	0	1	2	5 ✓	8	> 2.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly raveled/rough
	0	2	4	10	18	Some small hole/pit
	0-1%	1-10%	10-30%	30-60%	>60%	Minor loose
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
	0	2	4	10	18	Spalled and tight
	0-1%	1-10%	10-30%	30-60%	>60%	Half line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
	0	2	4	10	18	With cracking
	0-1%	1-10%	10-30%	30-60%	>60%	Plastic waving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
	0	2	4	10	18	0.5 - 1 Cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2.5 Cm. spalled, full
	0	2 ✓	4	10	18	0.5 - 2.5 spalled, half
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 Cm. sealed part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 2.5 Cm. spalled
	0	2	4	10	18	0.5 - 2.5 in. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 Cm. or sealed
PUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2.5 Cm. in depth
	0	2	4	10	18	1.5 - 2.5 Cm
	0-1%	1-10%	10-30%	30-60%	>60%	< 1.5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible, under
	0	2	4	10	18	Wheel track smooth
	0-1%	1-10%	10-30%	30-60%	>60%	Loose small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
	0	2	4	10	18	Fair condition
	0-1%	1-10%	10-30%	30-60%	>60%	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
	0	2	4	10	18	Cracked edge jagged
	0-1%	1-10%	10-30%	30-60%	>60%	Cracked edge intact
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	1	3	6	12		
CONDITION IN DITCH AND DRAINING CHANNEL OR SIDE DITCH	0	Water may drain easily from pavement surface				
	0	GOOD	MODERATE	POOR	VERY POOR	
OCCURRENCE OF FLOODING BY WATER AFTER RAIN	0	NEVER				
	0	0	3	6	9	
REMARK :						

# INVENTORY DATA FORM

Street name : <u>CILAMAYA</u>		Section No. : <u>(E)</u>		DISTRESS POINTS		
From <u>CILAMAYA</u> To <u>CILAMAYA</u>				PAVEMENT	DRAINAGE	
Riding Quality <u>1</u> <u>2</u> <u>3</u> <u>4</u> <u>5</u>				<u>26,9</u>		
CONDITION	EXTENT					SEVERITY
POTHOLES	None	0-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 1.5 Cm. in depth
	0	2	4	10	18	1.5 - 1.5 Cm.
	0	1	2	5	8	< 1.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Highly raveled/rough
	0	2	4	10	18	Some small hole/cracks
	0-1%	1-10%	10-30%	30-60%	>60%	Minor loose
ALLIGATOR CRACKING	0	3	8	15	24	AREA
	0	2	4	10	18	Spalled and loose
	0	1	2	5	8	Spalled and tight
	0-1%	1-10%	10-30%	30-60%	>60%	Half line
PROFILE DISTORTION	0	3	8	15	24	AREA
	0	2	4	10	18	With cracks & holes
	0	1	2	5	8	With cracking
	0-1%	1-10%	10-30%	30-60%	>60%	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	> 1 Cm. spalled
	0	2	4	10	18	0.5 - 1 Cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0	3	8	15	24	LENGTH
	0	2	4	10	18	> 0.5 Cm. sealed full
	0	1	2	5	8	0.5 - 2.5 sealed half
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 Cm. sealed part
LONGITUDINAL CRACK	0	3	8	15	24	AREA
	0	2	4	10	18	> 2.5 Cm. sealed
	0	1	2	5	8	0.5 - 2.5 Cm. sealed
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 Cm. or sealed
RUTTING	0	3	8	15	24	LENGTH
	0	2	4	10	18	> 2.5 Cm. in depth
	0	1	2	5	8	1.5 - 2.5 Cm.
	0-1%	1-10%	10-30%	30-60%	>60%	< 1.5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	3	8	15	24	Little within mddr
	0	2	4	10	18	Wheel track enough
	0-1%	1-10%	10-30%	30-60%	>60%	Loose small patches
BITUMINOUS PATCHING	0	3	8	15	24	AREA
	0	2	4	10	18	Poor condition
	0	1	2	5	8	Fair condition
	0-1%	1-10%	10-30%	30-60%	>60%	Good condition
EDGE DETERIORATION	0	3	8	15	24	LENGTH
	0	2	4	10	18	Edge loose/missing
	0	1	2	5	8	Cracked edge jagged
	0-1%	1-10%	10-30%	30-60%	>60%	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	1	3	8	12		
CONDITION OF GUTTER AND DRAINING CHANNEL OR SIDE DITCH	Water may drain easily from pavement surface					
	GOOD	MODERATE	POOR	VERY POOR		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN						
	NEVER	RARELY	OCCASIONALLY	ALWAYS		
REMARK :						

## INVENTORY DATA FORM

Street name: <u>CIVILIAN</u>		Section No.: <u>2</u>		DISTRESS POINTS	
From <u>CIVILIAN</u> To <u>CIVILIAN</u>				PAVEMENT	DRAINAGE
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>
CONDITION		EXTENT			
		NONE	10-10%	10-30%	30-60%
POTHOLE		0	1	2	3
		0	1	2	3
		0-1%	1-10%	10-30%	30-60%
RAVELING/WEATHERING		0	1	2	3
		0	1	2	3
		0-1%	1-10%	10-30%	30-60%
ALLIGATOR CRACKING		0	1	2	3
		0	1	2	3
		0-1%	1-10%	10-30%	30-60%
PROFILE DISTORTION		0	1	2	3
		0	1	2	3
		0-1%	1-10%	10-30%	30-60%
BLOCK CRACKING		0	1	2	3
		0	1	2	3
		0-1%	1-10%	10-30%	30-60%
TRANSVERSE CRACKING		0	1	2	3
		0	1	2	3
		0-1%	1-10%	10-30%	30-60%
LONGITUDINAL CRACK		0	1	2	3
		0	1	2	3
		0-1%	1-10%	10-30%	30-60%
RUTTING		0	1	2	3
		0	1	2	3
		0-1%	1-10%	10-30%	30-60%
EXCESS ASPHALT		0	1	2	3
		0	1	2	3
		0-1%	1-10%	10-30%	30-60%
BITUMINOUS PATCHING		0	1	2	3
		0	1	2	3
		0-1%	1-10%	10-30%	30-60%
EDGE DETERIORATION		0	1	2	3
		0	1	2	3
		0-1%	1-10%	10-30%	30-60%
DRAINAGE					
PAVEMENT SURFACE RETENTION		10%	10-30%	30-60%	60%
		1	3	6	12
		Percent of water retained on surface			
CONDITION OF CUTTER AND DRAINING CHANNEL OR SIDE DITCH		Water may drain easily from pavement surface			
		GOOD	MODERATE	POOR	VERY POOR
		0	3	6	9
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN		NEVER			
		NEVER	RARELY	OCCASIONALLY	ALWAYS
		0	6	12	24

REMARK:

## INVENTORY DATA FORM

Street name : <u>                    </u>		Section No. : <u>1</u>		DISTRESS POINTS		
From <u>CALAMAYAS</u>		To <u>MUÑA CHAMPA</u>		PAVEMENT	DRAINAGE	
Riding Quality : <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5				<u>47.4</u>		
CONDITION	EXTENT					SEVERITY
POTHOLES	None	0-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	> 7.5 Cm. in depth
	0	1	2	3	4	2.5 - 7.5 Cm.
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Highly pitted/rough
	0	1	2	3	4	Some small hole/pit
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Deep and loose
	0	1	2	3	4	Spalled and slight
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Half line
	0	1	2	3	4	With cracks & holes
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	With cracking
	0	1	2	3	4	Plastic warping
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	4	> 1 Cm. spalled
	0	1	2	3	4	0.5 - 1 Cm. spalled
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	4	> 2.5 Cm. spalled full
	0	1	2	3	4	0.5 - 2.5 Cm. spalled half
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	4	< 0.5 Cm. or sealed
	0	1	2	3	4	> 2.5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Little visible over
	0	1	2	3	4	Wheel track smooth
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Some small patches
	0	1	2	3	4	Poor condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	4	Fair condition
	0	1	2	3	4	Good condition
DRAINAGE	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	4	Edge loose/wearing
	0	1	2	3	4	Cracked edge jagged
PAVEMENT SURFACE RETENTION	0	1	2	3	4	Cracked edge intact
	0	1	2	3	4	Percent of Water retained on surface
	0	1	2	3	4	Water may drain easily from pavement surface
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	0	1	2	3	4	GOOD
	0	1	2	3	4	MODERATE
	0	1	2	3	4	POOR
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	0	1	2	3	4	VERY POOR
	0	1	2	3	4	POOR
	0	1	2	3	4	VERY POOR
REMARK :	0	1	2	3	4	NEVER
	0	1	2	3	4	RARELY
	0	1	2	3	4	OCCASIONALLY
	0	1	2	3	4	ALWAYS
	0	1	2	3	4	
	0	1	2	3	4	

# INVENTORY DATA FORM

Street name: <u>CILANAYA</u>		Section No. <u>3</u>		DISTRESS POINTS	
From <u>CILANAYA</u> To <u>ALARA CILANAYA</u>				PAVEMENT	DRAINAGE
Riding Quality <u>1</u> <u>2</u> <u>3</u> <u>4</u> <u>5</u>				<u>38,2</u>	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	> 7.5 Cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	> 2.5 - 7.5 Cm.
RAVELING/WEATHERING	0	1	2	3	4	< 2.5 Cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	Highly pitted/rough
ALLIGATOR CRACKING	0	1	2	3	4	Some small holes/pit
	0-1%	1-10%	10-30%	30-60%	>60%	Minor loss
	0	1	2	3	4	AREA
PROFILE DISTORTION	0	1	2	3	4	Spalled and loose
	0-1%	1-10%	10-30%	30-60%	>60%	Spalled and tight
	0	1	2	3	4	Half line
BLOCK CRACKING	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	With cracks & holes
	0	1	2	3	4	With cracking
TRANSVERSE CRACKING	0	1	2	3	4	Plastic warping
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
	0	1	2	3	4	> 1 Cm. spalled
LONGITUDINAL CRACKING	0	1	2	3	4	0.5 - 1 Cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	< 0.5 Cm. or spalled
	0	1	2	3	4	LENGTH
RUTTING	0	1	2	3	4	> 2.5 Cm. spalled full
	0-1%	1-10%	10-30%	30-60%	>60%	0.5-2.5 spalled half
	0	1	2	3	4	< 0.5 Cm. spalled part
EXCESS ASPHALT	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	> 2.5 Cm. spalled
	0	1	2	3	4	0.5-2.5 Cm. spalled
BITUMINOUS PATCHING	0	1	2	3	4	< 0.5 Cm. or spalled
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	4	> 2.5 Cm. in depth
EDGE DEGRADATION	0	1	2	3	4	1.5 - 2.5 Cm.
	0-1%	1-10%	10-30%	30-60%	>60%	1.5 Cm. in depth
	0	1	2	3	4	AREA
DRAINAGE	0	1	2	3	4	Little visible water
	0-1%	1-10%	10-30%	30-60%	>60%	Wheel track smooth
	0	1	2	3	4	Grass small patches
PAVEMENT SURFACE RETENTION	0	1	2	3	4	AREA
	0-1%	1-10%	10-30%	30-60%	>60%	Poor condition
	0	1	2	3	4	Fair condition
CONDITION OF GUTTER AND DRAINING CHANNEL OR SIDE DITCH	0	1	2	3	4	Good condition
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
	0	1	2	3	4	Edge loose/missing
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	0	1	2	3	4	Cracked edge loaded
	0-1%	1-10%	10-30%	30-60%	>60%	Cracked edge intact
	0	1	2	3	4	

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
CONDITION OF GUTTER AND DRAINING CHANNEL OR SIDE DITCH	Water may drain easily from pavement surface				
	GOOD	MODERATE	POOR	VERY POOR	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	0	3	6	9	
	NEVER	RARELY	OCCASIONALLY	ALWAYS	
REMARKS:	0	8	12	24	

# INVENTORY DATA FORM

Street name : <u>CILANAYA</u>		Section No. : <u>2</u>		DISTRESS POINTS		
From <u>CILANAYA</u> To <u>MUDA CILANAYA</u>				PAVEMENT	DRAINAGE	
Riding Quality : <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5				48.0		
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-80%	>80%	AREA
		3	6	15	24	> 7.5 cm. in depth
	0	1	4	10	18	2.5 - 7.5 cm
	0-1%	1-10%	10-30%	30-80%	>80%	> 2.5 cm. in depth
RAVELING/WEATHERING	NONE	0-10%	10-30%	30-80%	>80%	AREA
		3	6	15	24	Highly pitted/rough
	0	1	4	10	18	Good small hole/cut
	0-1%	1-10%	10-30%	30-80%	>80%	Minor loose
ALLIGATOR CRACKING	NONE	0-10%	10-30%	30-80%	>80%	AREA
		3	6	15	24	Spalled and loose
	0	1	4	10	18	Spalled and slight
	0-1%	1-10%	10-30%	30-80%	>80%	Half inch
PROFILE DISTORTION	NONE	0-10%	10-30%	30-80%	>80%	AREA
		3	6	15	24	With cracks & holes
	0	1	4	10	18	With cracking
	0-1%	1-10%	10-30%	30-80%	>80%	Plastic heaving
BLOCK CRACKING	NONE	0-10%	10-30%	30-80%	>80%	AREA
		3	6	15	24	> 1 cm. spalled
	0	1	4	10	18	0.5 - 1 cm. spalled
	0-1%	1-10%	10-30%	30-80%	>80%	< 0.5 cm. or sealed
TRANSVERSE CRACKING	NONE	0-10%	10-30%	30-80%	>80%	LENGTH
		3	6	15	24	> 2.5 cm. spalled, full
	0	1	4	10	18	0.5-2.5 cm. spalled, half
	0-1%	1-10%	10-30%	30-80%	>80%	< 0.5 cm. sealed part
LONGITUDINAL CRACKING	NONE	0-10%	10-30%	30-80%	>80%	AREA
		3	6	15	24	> 2.5 cm. spalled
	0	1	4	10	18	0.5-2.5 cm. spalled
	0-1%	1-10%	10-30%	30-80%	>80%	< 0.5 cm. or sealed
PUTTING	NONE	0-10%	10-30%	30-80%	>80%	LENGTH
		3	6	15	24	> 2.5 cm. in depth
	0	1	4	10	18	1.5 - 2.5 cm.
	0-1%	1-10%	10-30%	30-80%	>80%	1.5 cm. in depth
EXCESS ASPHALT	NONE	0-10%	10-30%	30-80%	>80%	AREA
		3	6	15	24	Little visible edge
	0	1	4	10	18	Wheel track smooth
	0-1%	1-10%	10-30%	30-80%	>80%	Green small patches
BITUMINOUS PATCHING	NONE	0-10%	10-30%	30-80%	>80%	AREA
		3	6	15	24	Poor condition
	0	1	4	10	18	Fair condition
	0-1%	1-10%	10-30%	30-80%	>80%	Good condition
EDGE DETERIORATION	NONE	0-10%	10-30%	30-80%	>80%	LENGTH
		3	6	15	24	Edge loose/missing
	0	1	4	10	18	Cracked edge jagged
	0-1%	1-10%	10-30%	30-80%	>80%	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-80%	>80%	Percent of Water retained on surface	
	1	3	6	12		
Water may drain easily from pavement surface						
CONDITION OF CUTTER AND DRAIN CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERTICAL		
	0	3	8	9		
OCCURRENCE OF FLOODING BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS		
	0	4	12	24		
REMARK :						

# INVENTORY DATA FORM

Street name : <u>CILAMAYA</u>		Section No. <u>2</u>		DISTRESS POINTS		
From <u>CILAMAYA</u> To <u>MUARA CILAMAYA</u>				PAVEMENT	DRAINAGE	
Riding Quality		1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	
		17.7				
CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 7.5 Cm. in depth
	0	2	4	10	18	2.5 - 7.5 Cm.
	0-1%	1	2	5	8	< 2.5 Cm. in depth
RAVELING/WEATHERING	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Highly pitted/rough
	0	2	4	10	18	Some small holes/pits
	0-1%	1	2	5	8	Minor loss
ALLIGATOR CRACKING	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Spalled and loose
	0	2	4	10	18	Spalled and tight
	0-1%	1	2	5	8	Hair line
PROFILE DISTORTION	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	With cracks & holes
	0	2	4	10	18	With cracking
	0-1%	1	2	5	8	Pinhole weaving
BLOCK CRACKING	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 1 Cm. spalled
	0	2	4	10	18	0.5 - 1 Cm. spalled
	0-1%	1	2	5	8	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	NONE	0-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2.5 Cm. spalled, full
	0	2	4	10	18	0.5 - 2.5 Cm. spalled, half
	0-1%	1	2	5	8	< 0.5 Cm. sealed, part
LONGITUDINAL CRACKING	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	> 2.5 Cm. spalled
	0	2	4	10	18	0.5 - 2.5 Cm. spalled
	0-1%	1	2	5	8	< 0.5 Cm. or sealed
RUTTING	NONE	0-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	> 2.5 Cm. in depth
	0	2	4	10	18	1.5 - 2.5 Cm.
	0-1%	1	2	5	8	1.5 Cm. in depth
EXCESS ASPHALT	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Little visible over
	0	2	4	10	18	Wheel track smooth
	0-1%	1	2	5	8	Some small patches
BITUMINOUS PATCHING	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	8	15	24	Poor condition
	0	2	4	10	18	Fair condition
	0-1%	1	2	5	8	Good condition
EDGE DETERIORATION	NONE	0-10%	10-30%	30-60%	>60%	LENGTH
		3	8	15	24	Edge loose/missing
	0	2	4	10	18	Cracked edge jagged
	0-1%	1	2	5	8	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	1	3	8	12		
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	Water may drain easily from pavement surface					
	GOOD	MODERATE	POOR	VERY POOR		
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN						
	NEVER	RARELY	OCCASIONALLY	ALWAYS		
REMARK :						